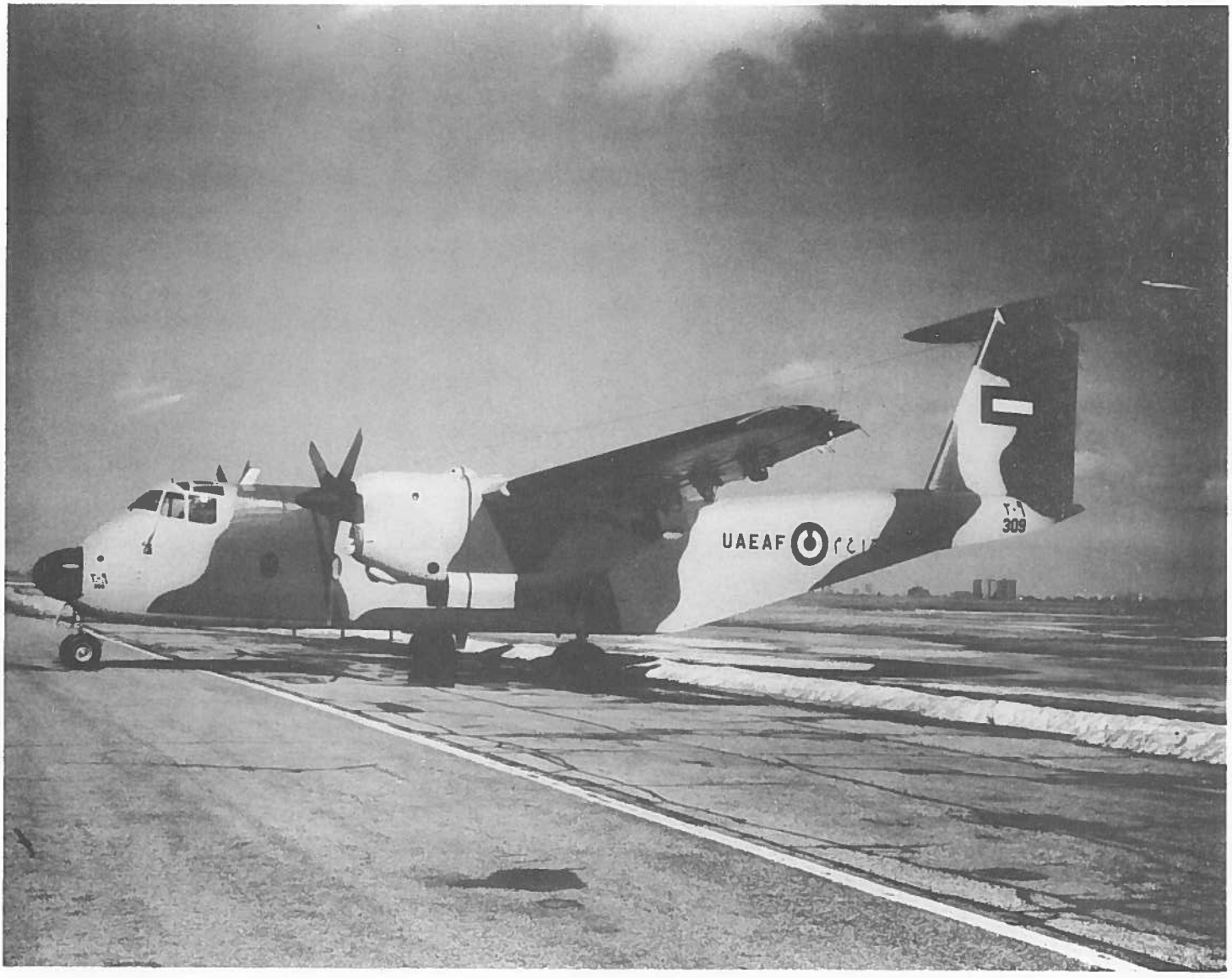
small air forces observer

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small air forces observer

the newsletter of the Small Air Forces Clearing House

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COVER COMMENTS: Buffalo of the United Arab Emirate Air Force. Gloss dark green and yellow sand on the upper surfaces and very pale grey under surfaces. Aircraft 306-309 finished in identical scheme. (De-Havilland of Canada)

EDITORIAL: Its time to renew your subscription and you've probably noticed that inflation has finally caught up with us. However, the SAFCH is in good financial shape, and I don't anticipate any degradation in either quantity or quality of the SAFO.

MEMBERSHIP LIST: A list of SAFCH members up-to-date as of 1 July is now available. It runs 7 pages and costs 56¢ to Xerox plus postage (15¢ to North America; 20¢ surface or 62¢ air to rest of world).

"I am pleased to inform you that PILOT'S ALBUM 3 has been published. Unfortunately, photo captions are no longer in English, but there are 254 excellent photos of Finnish Air Force aircraft from 1926 to 1944 which speak for themselves. Otherwise, this publication is like its predecessors.

"We offer to you PILOT'S ALBUM 3 at the price of $9.00 per copy; postage will be added to the price. The minimum order is three copies. The SAFCH retail price is up to you.

"PILOT'S ALBUM 2 is still available at the same terms as before, but PILOT'S ALBUM 1 is now sold out"

Kaisa Sorsa
PM -julkaisut

(Editor's note: If you're interested in either of these excellent books (PILOT'S ALBUM 2 was reviewed in SAFO #13), send me $11 (to cover postage and currency exchange fees) and I'll put in a group order. You will be charged for the actual cost and any surplus or deficit will be credited to your SAFCH account.)

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Jay Sherlock (SAFCH #431)
Aero Research Co., 4672 Flamingo Park Ct., Fremont, CA 94538.

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201st MEXICAN FIGHTER SQUADRON

(Editor's note: This article is a reprint of two documents from the archives of the Albert F. Simpson Historical Research Center, Maxwell AFB, AL. The first part is from the "History of the 201st Mexican Fighter Squadron, (August 1944 through March 1945)" prepared by the Historical Section, Administrative and Service Division, Headquarters, Second Air Force, 20 Septmeber 1945. It is reproduced here not only because of the detailed view it gives of a "foreign" squadron training in the US, but also for the feel it gives for the times. The second document is much less detailed but does continue the story through the squadron's service in the Philippines. This document is titled "201st Mexican Fighter Squadron" but is otherwise unidentified, unsigned, and not dated. An article on the markings of the aircraft of 201 Squadron while it was stationed in the Philippines appeared in SAFO #6.)

ORGANIZATION OF THE SQUADRON. Soon after the Republic of Mexico declared war on Germany, on 1 June 1942, plans were made for the organization of the 201st Mexican Fighter Squadron, the first Mexican expeditionary force in World War II. Through the medium of competitive examinations, pilots, ground crew members, and administrative personnel were selected from all branches of the Mexican military service; still others were recruited from civilian sources. Flying was not a new experience for the pilots thus assembled. Prior to joining the 201st Squadron, approximately two-thirds of them had received flying instructions in the United States under scholarships offered Latin American flyers by the United States Army and Navy. Others had received primary, basic, and advanced training in Mexico City. Many had credit for from eight hundred to three thousand hours of flying, and several of them were rated senior pilots. The enlisted men came from every part of Mexico; the majority, however, were from the capital city. Former college students, newspaper reporters, mechanics, bakery employees, and men from many other walks of life became members of the Squadron.

Through the medium of Lend-Lease, Mexico was able to use American airplanes, equipment, instructors, and training facilities to prepare her first expeditionary force for combat duty overseas. The cost of housing and messing the enlisted men, costs incurred by reason of survey of individual equipment, and the cost of necessary official transportation of Mexican personnel within the continental limits of the United States were all covered by Lend-Lease. Normal costs of training were for the account of the Army Air Forces. The use of such organizational equipment belonging to the Army Air Forces as might be necessary was authorized.

The Mexican Government was to furnish pay and allowances, insurance, and Mexican uniforms for enlisted personnel. All individual equipment needed in training, including training clothing, was to be issued on Memorandum Receipt. Mexican officers were to be housed, uniformed, and messed at their own expense.

The Squadron was to be organized in the same manner as a P-47 Squadron in the United States Army Air Forces, with pertinent Tables of Organization for a guide. Standards of proficiency required of the 201st Squadron were to be identical with those demanded of the same type of unit in the United States Army.

Actual training command of the Squadron was exercised by a Mexican officer, qualified to command it in accordance with the same United States Army Air Forces standards that would be applied in the selection of the commander for a Fighter Squadron in the United States Army. Provision was made also for a senior officer (other than the Squadron commander) to accompany the Squadron, to "assist the Squadron Commander and the United States authorities in furthering the administrative efficiency of the Mexican Expeditionary Air Forces and in fostering good relations with other United Nations troops". It was the responsibility of the Commanding Officer of all Mexican detachments to require that trainees comply with post regulations and pertinent instructions from higher headquarters. For purposes of internal administration in the Squadron, however, the personnel were not subject to the civil or military law of the United States, but only to the rules, regulations, and codes of Mexican military law. Disciplinary action was administered by Mexican commanders, and not by United States authorities. Cases involving offenses of a military nature committed by the Mexican Trainees could be handled only by their own commanders and courts-martial.

In July 1944, the members of the 201st Mexican Fighter Squadron, approximately three hundred in number, entered the United States at Laredo, Texas. After being processed at Randolph Field, Texas, the Squadron was divided into smaller units for refresher and technical training. Pilots commenced a ten-week refresher course at Foster Field, Texas, while members of the ground crew were enrolled in mechanic, armorer, radio, and radar schools throughout the nation.

In preparation for the arrival of the Mexican Fighter Squadron, a Section "I" commanded by Captain Paul B. Miller, was organized in August 1944 at Pocatello Army Air Field, Pocatello, Idaho. This section consisted of American interpreters and instructors who were to assist in the training and administration of the Mexican unit. From stations throughout the Second Air Force the personnel of Section "I" had been carefully selected, not only for their technical skill and knowledge but also for their ability to speak Spanish.

GROUND TRAINING BEGINS AT POCATELLO. On 6 August 1944, the ground echelon of the 201st Mexican Fighter Squadron, consisting of nine officers and 160 enlisted men, arrived at Pocatello. The first few weeks of training were devoted chiefly to instruction in English and basic military subjects and to on-the-job training in various military specialties, to prepare the trainees for the independent operation of such Sections as Maintenance, Armament, Squadron Supply, Motor Pool, Photo Laboratory, Statistical, Parachute Maintenance, Medical Classification, Personnel, Communications, Technical Supply, Weather, Ordnance, Intelligence, and Engineering.



Insignia that appears on title page of report. Background pale violet or light purple; lettering yellow with a thin black outline. Wings are yellow; bird is black and white. The triangle is red outer, then white, green center. The two small circles also are yellow with a black outline. It is not known if this insignia appeared on any a/c and/or was worn on the uniform.

In the Medical Section, Major Ricardo Blanco received training as Flight Surgeon, and Second Lieutenant Pablo Herrasti as Medical Administrative Officer. Four enlisted men of the Squadron received on-the-job training at the Base Hospital. On 18 January, Major Blanco went to the School of Aviation Medicine, at Randolph Field, for further training.

In spite of inevitable difficulties of language, the over-all training program for the ground echelon seemed as early as 2 September to be proceeding in a highly satisfactory manner. Particular progress was noted in maintenance, in ground training, and in administration.

Sixty-three men, comprising the key men in line-maintenance, arrived at Pocatello on 11 September from Farmingdale, New York. Their technical training at Farmingdale had been so intensive as to leave no time for basic military training; hence, this training had to be given to them at Pocatello. Since the course at Farmingdale had been general in nature, it was also necessary to give them on-the-line training in the particular jobs they were to perform in the Squadron.

The training program was not so exacting, however, as to prevent celebration of the Mexican Independence Day. On 15 and 16 September, both Mexican and United States Army personnel joined in the celebration. A flag-raising ceremony, attended by the Mexican Consul in Salt Lake City, Señor Carlos Grimm, was held in the 201st Squadron area. On Friday, 15 September, a banquet was tendered the officers of the 201st and staff officers of the Base, and that night the enlisted men of the Mexican Squadron were hosts to the enlisted personnel of the United States Army at a dance in the recreation hall. At 2300 hours, the traditional "Grito de Guerra" was sounded. On Saturday night, the Mexican officers gave a dance at the Officer's Club for United States officer personnel.

On 21 September, Major General Gustavo C. Salinas, the Commanding General of the Mexican Air Force, visited Pocatello Army Air Field. He was met there by Brigadier General George P. Tourtellot, Commanding General of the 72nd Fighter Wing, and Colonel George Champion, United States Military Air Attache at Mexico City. On 23 September, the party returned to Colorado Springs, Colorado, where the two generals conferred with Major General Uzal G. Ent, Commanding General, Second Air Force. Both General Salinas and General Tourtellot expressed themselves as well pleased with the progress that was being made by the Squadron.

Early in October, all Mexican personnel took part in a bivouac, with which their basic training was virtually completed. Instruction was given in setting up a camp area, digging slit trenches, firing weapons, and preparing camouflage.

By the end of October, several Sections, to wit, Armament and Ordnance, the Motor Pool, Operations, Motor Maintenance, the Medical Department, the Medical Detachment, Communications, and the Photo Laboratory were operating independently, and almost all the other sections were progressing satisfactorily towards an independent status.

FLYING TRAINING BEGINS. On 20 October 1944, thirty-four pilot trainees and Colonel Antonio R. Cardenas, Commanding Officer of the 201st Squadron, arrived from Foster Field, Texas. That same day, the last of the communications unit arrived from Scott Field, Illinois. The Squadron then numbered fifty officers and 237 enlisted men, and was complete except for the Combat Intelligence Officer, Captain Jesus L. Blanco, who was en route to the Intelligence School, at Orlando, Florida, and six radar men, who were still undergoing training at Boca Raton, Florida.

Two days after the arrival of the pilots, flying training was under way. The training program for Mexican pilots, instituted at Pocatello and later carried on at Majors Field, was the standard one for fighter pilots in the Second Air Force. Combat veterans from the United States Army, chosen for their ability to speak Spanish, instructed students in the rough-and-tumble style of air tactics required in war theaters. The Mexican pilots learned to dogfight, to attack and escort bombers, to dive-bomb and strafe, to navigate by instrument through the thickest weather, to fly night formations, to execute level and skip bombing, to lay smoke screens, and to navigate across long stretches of unfamiliar terrain or trackless water. The principle features of the course were those outlined in the 120-hour fighter training program, which included low altitude gunnery, high altitude formation, fighter transition, camera gunnery, and combat tactics at thirty-five thousand feet.

The new arrivals soon demonstrated their flying ability. In judgment and technique, in take-offs and landings, and in general performance they were proclaimed considerably above average by Captain Paul B. Miller, Commanding Officer, Section "I". At the end of the first week, all except one had been "checked out" and were ready to begin Training Missions #6 and #7. By 10 November, the majority of them were ready for Missions #11 and #12, and Captain Miller reported that their formation flying was excellent, despite the fact that the P-47 type formation used by the 72nd Fighter Wing was completely new to them upon arrival at Pocatello.

The difference in language was the greatest obstacle to the successful accomplishment of the training program. To bridge this gap, classes in English were instituted for the Mexican trainees and classes in Spanish for those American instructors who could not already speak Spanish. Within two weeks, English was being used in all air-to-ground radio transmission by Mexican pilots, except in emergencies involving pilots not yet sufficiently fluent in the language. To provide for such emergencies, an English-speaking Mexican pilot was keep on duty at all times when Mexicans were flying, to act, if need be, as a translator for the regular tower Operations Officer. The keeping of maintenance and engineering records was facilitated by the use of mimeographed forms, reproduced in Spanish. One Mexican officer was present in the maintenance hanger whenever Mexican mechanics were on duty.

Unfamilar customs, also, required some adjustments. Mess hours and the diet of American soldiers were different from those to which the Mexicans were accustomed, and a number of them were upset by their first meals. The cooks, however, soon learned to adapt the menus to suit the tastes of Mexican personnel. In general, the Mexicans adjusted themselves rapidly and intelligently to their new surroundings. Assisting to no small degree in this adjustment was the hospitality of the people of Pocatello; to cite but a single example, the Mexican trainees received, throughout their stay, numerous invitations to parties and dinners in the homes of the local townspeople.

THE TRANSFER TO MAJORS FIELD. Bad flying weather interfered so greatly with training at Pocatello that it was decided to transfer the 201st, along with the bulk of the personnel and equipment of Pocatello's 265th Army Air Forces Base Unit, to Majors Field, at Greenville, Texas. The Mexican unit, including pilots, ground officers, and enlisted personnel, departed from Pocatello by troop train on 27 November, and arrived at Majors Field on 29 November, to receive a warm welcome from Post officials. All individual and organizational equipment was unpacked and transferred to the Squadron area immediately. Twelve P-47 aircraft assigned to the 201st arrived the following day, and the Mexican personnel were sufficiently organized to give them proper maintenance and service. By this time the ground echelon was so well trained that, with only a limited amount of supervision, it could operate independently.

Bad weather at Pocatello, in addition to the transfer to Majors Field, had resulted in the loss of much flying time. Furthermore, adverse flying weather had delayed the transfer of approximately one-third of the airplanes belonging to the 201st. During the first few days of December, inclement weather again plagued the Squadron. When the weather did break, however, the Thunderbolts of the 201st were the first off the ramps; and on 16 December Captain Miller was able to report that the general proficiency of the Mexicans was excellent and that their formation flying ranged from excellent to superior.

On 18 December, General Salinas paid another visit to the 201st, bringing with him Christmas gifts to the members of the Squadron from their families in Mexico. In the course of his two day visit, he conferred at length with ground officers, pilots, and enlisted men of the Squadron,

and was apparently pleased with the progress of the training program. It is recorded that he was particularly appreciative of the hospitality shown the Mexican trainees by local civilians.

On 29 December 1944, the Mexican Senate authorized President Avila Camacho to send Mexican troops into combat theatre whenever he deemed it advisable. Immediately, the morale of the officers and enlisted personnel of the 201st Mexican Fighter Squadron took a sharp turn upward, for prior to this time the members of the Squadron had been uncertain as to their future and had even had occasion to believe that they might not be sent overseas.

At the close of the year, the individual training of all Mexican personnel was complete. Captain Miller reported that each man knew his job and could perform it efficiently.

On 14 January 1945, Lieutenant Colonel Arthur W. Kellond replaced Captain Paul B. Miller as Commanding Officer, Section "I". The new commander made clear at once, however, that there would be no change in the policies established by this predecessor, unless they were directed by other authority.

As had been the case at Pocatello, Mexican military personnel adapted themselves readily to local customs. Some of them maintained quarters in Greenville for their families. Parties and other social functions were given as frequently as the training program would permit. The language barrier between the Mexicans and the citizens of Greenville was largly overcome through the ability of many Mexicans to speak English and the employment of interpreters in a substantial number of Greenville stores for the convenience of Spanish-speaking customers.

The relationship between Base military personnel and the Mexican trainees was at all times cordial. Mexican non-commissioned officers were invited to become members of the Non-Commissioned Officers' Club, and officer trainees were accorded the privileges of the Officers' Club. A Squadron and Section Christmas party, attended by both Mexican and American personnel, was held at the Adolphus Hotel, in Dallas, Texas, on 24 December.

On 14 January 1945, Colonel Cardenas returned to Mexico City for a conference concerning the Mexican Squadron. In his absence, the command was divided between Captain Radames Gaxiola, who was left in charge of the pilots, Captain Jesus Carranza, in charge of the engineering personnel, and Captain Jesus Blanco, in command of the remainder of the Squadron. As a matter of fact, Colonel Cardenas did not return to his assignment as Commanding Officer of the Squadron, and sole command ultimately devolved upon Captain Gaxiola. On 2 February, however, he returned as Commanding Officer of the Mexican Expeditionary Forces, with which the Squadron moved overseas. In late January, preparations were made for several weeks of gunnery training. This phase, which would complete the training program, began on 2 February, and for it the Squadron moved to Brownsville Army Air Field, at Brownsville, Texas. On-the-line maintenance at Brownsville was performed entirely by Mexican personnel; in fact, only five enlisted men of the Section "I" accompanied the armorers, mechanics, and other line specialists on the trip, and these acted merely in an advisory capacity.

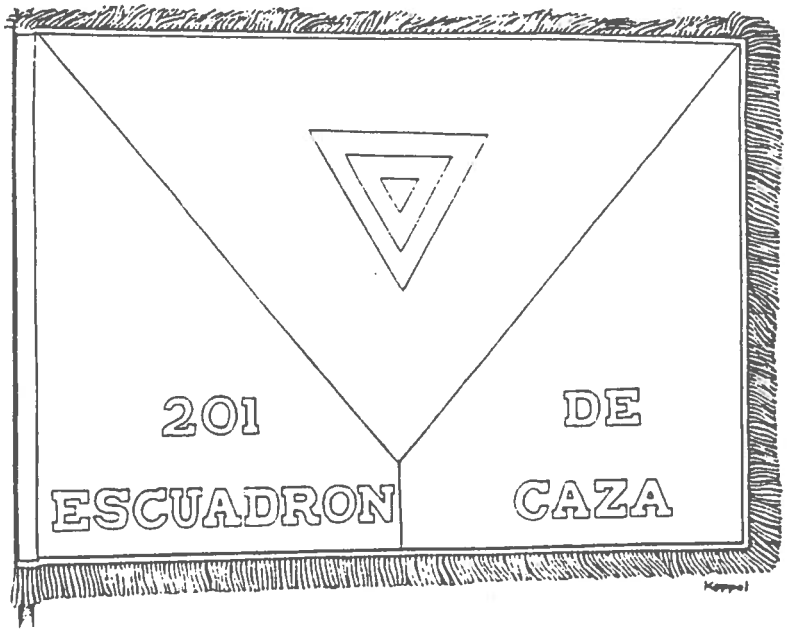
While at Brownsville, every enlisted man was given a pass into Mexico for his off-duty hours. Matamoros, a typical Mexican city, lay just across the border. By happy coincidence, a three-day celebration of "Charros Day" was held while the 201st was at Brownsville.

It had been planned originally that gunnery training should be complete in time for the Squadron to take part in flag presentation ceremonies scheduled at Majors Field for 20 February 1945. Inclement weather again was a delaying factor, and the trainees had to return for the ceremonies before their gunnery training was completed.

FLAG PRESENTATION CEREMONIES. After twice being postponed because of inclement weather, flag presentation ceremonies honoring the 201st Mexican Fighter Squadron were actually held on 22 February 1945 at Majors Field. They were attended by wide publicity. Stories about the Squadron and pictures of each individual officer and



"Battle flag presented by General Urquizo, Under Secretary of National Defense, Secretariat of Mexico, to the 201st Mexican Fighter Squadron" Since the State Emblem is the reverse of that appearing on the national flag, could the colors also be reversed (green at hoist and red at fly)? Lettering presumably yellow-gold. Details of cravat (with "Streamers") or finial not known. (Note: The flag of a military unit is technically known as a "color" or "colors". "Battle Flag" is a highly unofficial term.)



"Battle flag presented by General Yount to the 201st Mexican Fighter Squadron" Segment adjacent to the hoist appears to be green with red at the fly and white triangle above. Standard triangular insignia; lettering and fringe in yellow-gold. But, again, this is all a guess.

enlisted man belonging to it were sent to the men's hometown newspapers in Mexico. Full coverage of the training program was achieved through pictures and news releases sent to leading Mexico City newspapers, as well as to several Texas newspapers. For the War Department and all major American newsreel companies, Jimmie Lederer, Universal News cameraman, was on hand to shoot sequences. Mexican newsreel men were also present. Lieutenant Colonel Albert E. Holland, Liaison Officer for Coordination of Inter-American Affairs, Motion Picture Branch, Washington, D.C., attended for the purpose of making a feature, for release in Mexico and other Latin American countries. Broadcasts were carried to Mexican and other Latin American listeners by the National Broadcasting Company and Radio Station XEW, Mexico City.

The program for the day included a formal review, at which Lieutenant General Francisco L. Urquizo, Under Secretary of National Defense, Secretariat of Mexico, presented the Mexican battle flag to Colonel Antonio Cardenas, the commander of the Mexican Expeditionary Forces. Lieutenant General Barton K. Yount, representing General Arnold, also presented the Squadron with a battle flag.

Following the presentation of the battle flags, the Mexican airmen demonstrated the effectiveness of their training by putting their P-47 Thunderbolts through virtually every tactical manoeuvre they had been taught by their American instructors. Later, a formal luncheon at the Base Officers' Club honored the visiting dignitaries.

In presenting the battle flag to the 201st Squadron, General Urquizo made these remarks:

> "Ceremonies at Majors Field today honoring you, the 201st Mexican Fighter Squadron, give me an opportunity to declare the sincere gratitude of my nation and its people to the United States Army Air Forces for the training it has given you.
>
> "I come on a mission that fills me with great satisfaction to present my country's colors to the 201st Fighter Squadron, of the Mexican Expeditionary Force. Bonds of friendship between our two nations are being more closely knitted than ever before since Mexican forces began training here.
>
> "Mexico recognizes and appreciates the excellent training that the 201st is receiving in the United States. Our nations and its peoples understand that training of Mexican soldiers with the United States Army Air Forces has promoted a firmer bond of friendship between our countries, which will become even more steadfast when we defeat the Nazis and return peace to all mankind."

COMPLETION OF TRAINING. Following the flag presentation ceremonies, gunnery training at Brownsville was resumed; not until 14 March were the Mexicans able to return to Majors Field with all their training completed.

On the day of the Squadron's return to Greenville, the Mexican Mess was closed and enlisted personnel of the 201st began eating at the General Mess on the Base. The Squadron became involved in much activity. Records in the Squadron orderly room were brought up to date. The Squadron itself was given both a pre-POM inspection and a final POM inspection. All necessary items of equipment, such as American olive drab clothing, khaki shirts and trousers, shoes, carbines, pistols, etc., were issued to Mexican personnel. At the headquarters of the Mexican Expeditionary Forces, personnel of which had arrived on 2 February, with Colonel Cardenas in command, final preparations were made for sending the 201st overseas.

During the month of March, Squadron "I", the former Section "I", which had been redesignated, along with the other "Sections" in the Base Unit, on 19 February, was disbanded. As various sections of the 201st Squadron became proficient enough to work alone, it had been the practice to release American enlisted men from their instructional duties. The Mexican Transportation Section had been the first to function independently; commendations had been received by its personnel shortly after the transfer from Pocatello for the splendid maintenance performed on mobile equipment. Other sections soon became independent, also, and by the middle of March 1945 it was possible to release the bulk of the personnel of Squadron "I" for other assignments. Ten members of Squadron "I" (five officers and five enlisted men, headed by Lieutenant

Colonel Arthur W. Kellond) were placed on temporary duty with the 201st for a period of ninety days, and accompanied it to its overseas destination.

The 201st Mexican Fighter Squadron suffered two fatal accidents during its training period. On 23 January 1945, Second Lieutenant Crisoforo G. Salido was killed when his plane crashed in a take-off at Majors Field. On 10 March, First Lieutenant Javier V. Martines was killed while in training at Brownsville. The remains of both officers were sent back to Mexico with a military escort.

The Squadron's ground personnel left Majors Field by train on 18 March. A few days before that, the pilots had gone to Topeka, for final processing by the 21st Bombardment Wing. According to a United Press news story, released in Mexico City on 8 April, the 201st left a United States Port of Embarkation for the Philippines. Colonel Cardenas, Commanding Officer of the Mexican Expeditionary Forces, carries credentials from President Avila Camacho to General Douglas MacArthur and President Sergio Osmena of the Philippine Islands.

The squadron was picked up by the Fifth Air Force in General Orders No. 67, 5 April 1945, attached to V Fighter Command, and assigned to the 58th Fighter Group (P-47) for operations. They were assigned a camp area with the 58th Group at Porac near Clark Field. Shortly after their arrival beginning on 7 May they were given a two-day series of lectures in the War Room of Fighter Command on the following subjects: Over-all Picture of the War Fronts, SWPA Forces, Weather in SWPA, Fighter Sector Orientation, Air-Sea Rescue, Escape and Evasion, Zones of Action, and Support Air Parties. This was followed by a four-day rotating training period in which each pilot watched practical demonstrations at the 51st Fighter Sector and received pre-combat ground training. From 12 May to 7 June the pre-combat air training was completed. Two pilots, Lts. Vega S. Fausto and Jose Fuentes Espinosa, were killed in this phase on 1 and 5 June, respectively. On 7 June the squadron was ready to run its first combat mission.

The first mission on the morning of 7 June found 10/10 cloud cover over the target so the 7 P-47's jettisonned their bombs. In the afternoon, 7 more planes reported to SAP "OUTLIVE" and were directed to bomb troop concentrations near Infanta. Thirteen 1,000 pound bombs were put directly on the target area with results reported as excellent. One bomb was 300 yards southeast of the target area. The squadron flew right along with the 58th Group the rest of the month in ground support missions -- often two per day -- helping the 25th Division in its breakthrough from the Balete Pass and Marikana Watershed area into the Cagayan Valley. They carried two 1,000 pound bombs and strafed when called on. They attacked every type of target marked in various manners, i.e., by map coordinates, by dry-run vectoring by SAP's, by bombing on White Phosphorus artillery or motor shells, by vectoring by L-5 spotters, etc. Their missions were abortive on four or five occasions due to weather, failure of SAP to have a target, failure of radio communication with L-5, etc. The 56th Fighter Group history of June 1945 states:

> "From the 7th thru the 25th of June, the 201st flew 31 missions with the 58th Fighter Group. The results of the various missions ran the scale from good to excellent, with the results of some missions not reported by SAP. During this period some 461 x 1,000 pound bombs were dropped and 113,592 rounds of .50 calibre ammunition expended in a total of 232 sorties."

During the rest of June the Mexican Squadron continued to fly ground support missions, and in the period 1-10 July began flying long-range reconnaissance missions to Formosa. In regard to total number of missions, the final mission reports show only about forty missions (i.e., Mission No. I-39 was run on 9 July) while the Statistical Control summary (attached) shows fifty. The summary presumedly includes some training missions in the period 1-7 June. Using the summary and figuring an average as shown by mission reports of 2 hours and 15 minutes for ground support missions and five hours for the Formosa missions, the squadron had 794 combat hours of which approximately half or 367 hours over the target areas. As a comparison of effectiveness, the following average was figured from the V Fighter Command statistics for June 1945 for the 58th Group which was flying the same type of missions with the same plane. One-third of the group's figures were used as average for a squadron.

	Average Sqdn. 58th Ftr. Gp.	201st Sqdn. MEAF
P-47's assigned	27.4	17
Daily employed	10.2	9.8
Pilots available	40.8	32
Pilots employed	10.2	9.8
Total sorties	307	293
Combat hours	630.5	794
Incomplete sorties	32	40 (approx)
Tons bombs dropped	197	181
Rounds .50 cal.	117,053	104,000

The figures above are of necessity approximations and interpolations, but considering that the 201st was new to combat their record compares favorably with that of the veteran pilots of the 58th Group. It will be noted that the 58th Group history credits the squadron with more bombs dropped and ammo expended than does the summary. The Group's work which included the missions run by the 201st in support of the 25th Division was highly commended by the Commanding General of that division. There was no separation of a Mexican mission from an American mission as far as the ground forces were concerned, and that is sufficient praise in itself.

The operational loss rate of the squadron was high. There were seven pilots killed -- five of them in the final phases of the Formosa missions. But in view of the low rate in the U.S. phase of their training, that should not be considered particularly significant since this was their first experience in long overwater flights. In view of the fact that the squadron represented picked men, perhaps a higher level might have been expected. On the other hand, considering the language barrier and the relatively short operational training experience their record is nothing to apologize for particularly when it is remembered that the ground support techniques used by the V Fighter Command on Luzon were the development of two long years of experience and had reached a height of efficiency and effectiveness.

In addition to their combat record, the 201st Squadron personnel were a valuable social contact with the Spanish speaking Filipinos. They also taught their American friends some new tricks with the dice at the Clark Field Officers Club.

From 5 April to 11 August the 201st Mexican Fighter Squadron was attached to the Fifth Fighter Command of the Fifth Air Force. Operating with a peak strength of 32 pilots and an average strength of 17 P-47 aircraft, the squadron participated in combat during a six-week period in June and the first part of July. Summary data covering these activities are tabulated below:

COMBAT ACTIVITY PERIOD	MISSIONS PARTICIPATED IN	COMBAT SORTIES FLOWN	BOMB TONNAGE DROPPED	AMMUNITION EXPENDED (RDS CAL .50)	PILOTS KILLED
1-10 June	20	74	47.5	11,000	2
11-20 June	17	115	78.5	58,000	0
21-30 June	8	55	55.0	35,000	0
1-10 July	5	49			5
TOTAL	50	293	181.0	104,000	7*

* Includes killed and missing in routine and operational flights.

Notes: Aircraft Lost in Combat - None
Enemy Aircraft Destroyed - None

While actively engaged in combat the squadron was based at Porac, Luzon, moving to Clark Field on 9 August.

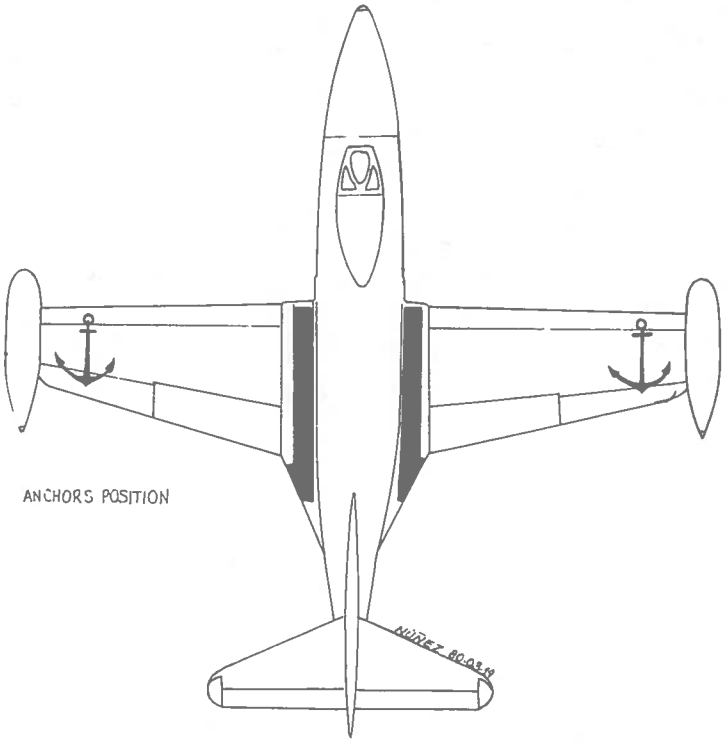
Argentine Panthers

Jorge F. Nunez (SAFCH #395)

In 1958 the Grumman F9F Panther became the first jet fighter to serve with a South American navy when twenty Panthers were assigned the the 1º Escuadrilla Aeronaval de Ataque of the Aviacion Naval Argentina. These aircraft were first stationed at Base Aeronaval Comandante Espora, then they were moved to Base Aeronaval Punta Indio, and finally transferred, in mid 1963, back to Base Aeronaval Comandante Espora.

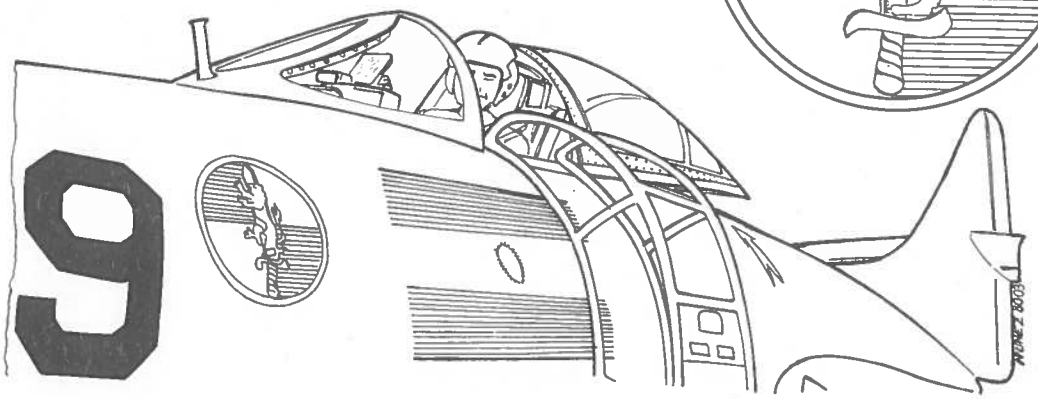
The types of Panthers operated by the Argentine Navy included the F9F-2, F9F-2B, and some F9F-3. These aircraft never operated from the aircraft carrier ARA Independencia. The last F9F's were withdrawn from service in 1969 when they were replaced by the new AerMacchi MB-326GB.

The Argentine Navy Panthers were painted in the usual USN light gull grey on all upper surfaces and white on all under surfaces. Contrary to the usual practice, the Argentine Panthers never carried the Armada Argentina roundel. (This should make things easier for the modeler.) Instead, the national flag was carried on both sides of the fuselage below the cockpit while black anchors were carried on both surfaces of the wings. The squadron badge was carried on the port side of the nose and red lightning flashes were painted on the tip tanks. All lettering and numbers were black. The aircraft of the squadron commander bore his sky-blue and white pennant on the starboard side of the nose. Finally, especially for my friend Fritz Braun, I have included a detail of the sun that appears on the national flag.

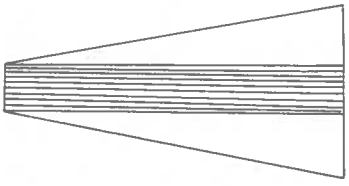




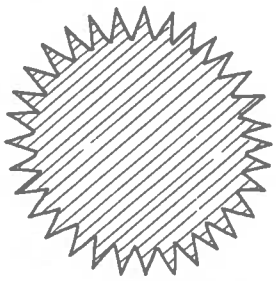




SQUADRON BADGE POSITION PORT SIDE ONLY



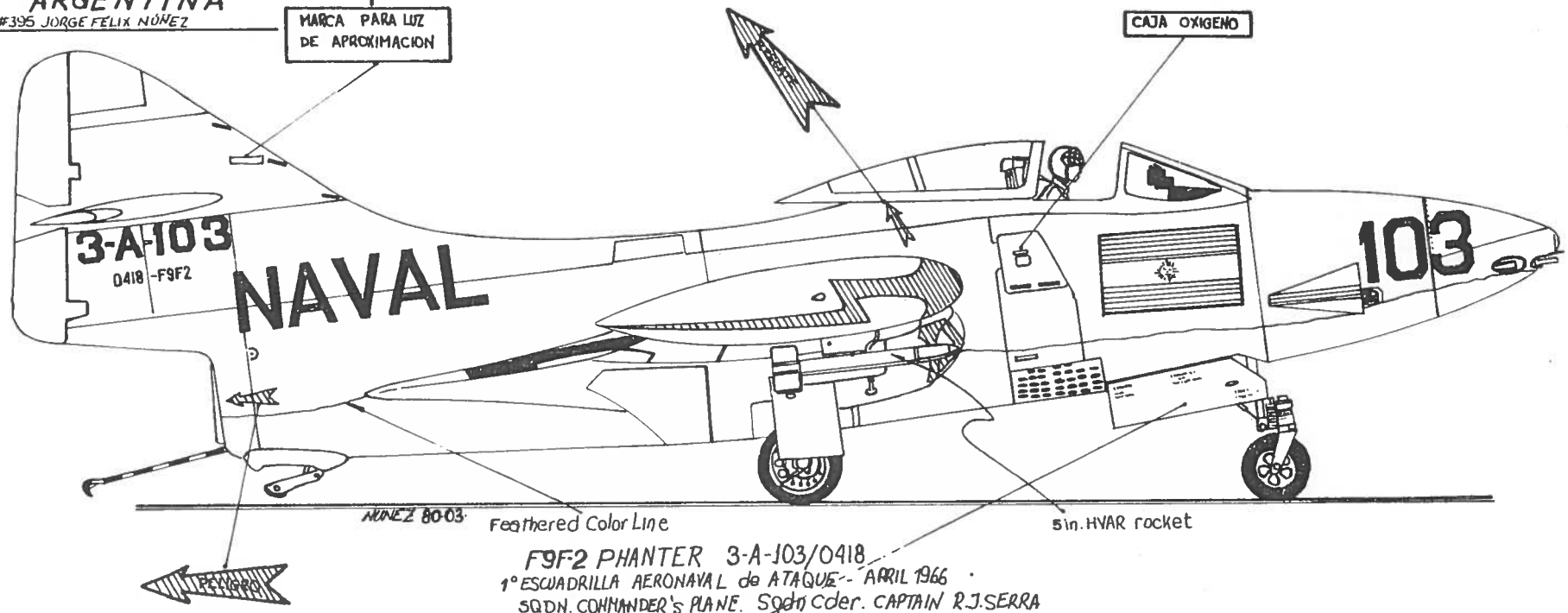
SQUADRON COMMANDER INSIGNIA



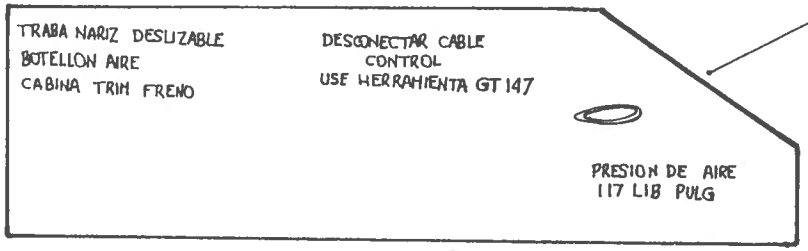
YELLOW SUN DETAIL. NO FACE

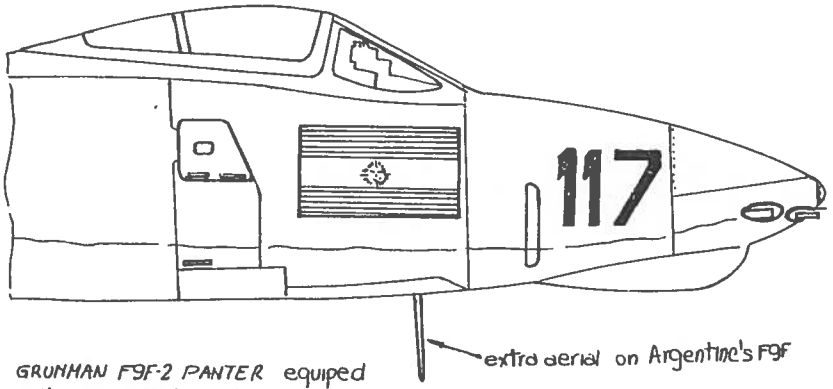
Grumman F9F2 PANTHER of AVIACION NAVAL ARGENTINA

by SAFCH #395 JORGE FELIX NÚÑEZ



F9F-2 PHANTER 3-A-103/0418
1° ESCUADRILLA AERONAVAL de ATAQUE - APRIL 1966
SQDN. COMMANDER's PLANE. Sqdn Cder. CAPTAIN R.J. SERRA





GRUNMAN F9F-2 PANTER equiped with UHF-DF set AN/ARA-25 3-A-117

Aircraft of the Spanish Civil War

Project Coordinator: Bob Massey, 108 Worrall Ave., Arnold, Nottingham, ENGLAND.

Part #1 RAPIDES IN REVOLT

During the 1930's the DH Rapide was a common sight in European skies with great numbers flying for numerous large and small airline as well as limited numbers in service with various military organizations. Therefore, when the Spanish Civil War broke out in July 1936, the Spaniards were quite familiar with its qualities; the air force having three of the military version and the local airline, LAPE, a single civil machine. At the onset of the civil war, two of the military aircraft fell into Nationalists hands while the Republicans retained control of the civil machine and one of the military aircraft. This latter was soon captured by the Nationalists. These original four aircraft were augmented during the war by the purchase of further aircraft from France.

The most famous Rapide in Spain was the machine chartered from Olley Air Services and used to take Franco from the Canary Islands to Spainish Morocco at the very beginning of the war. This machine is now on display in Spain.

The drawings show both Republican and National machines:

Fig. A: DH 98m One of the three military machines carrying two fixed forward-firing machine guns and one flexible machine gun above the rear cabin. This machine is finished in dark earth over sand on the upper surfaces and light blue on the undersides. The rudder is white with the standard black St. Andrews cross. A black badge (Fig. B) appears on the nose. The fuselage band, discs, numbers, and name are also in black. The wing tips are white. The upper and lower surfaces are shown in Fig. G.

Fig. C: DH 98a An ex-civil machine at the multi-motor flying school at Totana in 1938. The machine is finished dark green on the upper surfaces and light blue underneath. The rudder is marked with the Republican red, yellow, purple bands. The fuselage band is red as are the upper and lower wing tips (see Fig. H). The number on the tail is white.

Fig. D: DH89a This is the machine that was chartered to take Franco to Morocco. It is finished with pale grey upper surfaces and a light blue underside. A thin French-blue line is painted on the edges of the fuselage and tail. The letters and air service name are in the same French blue as are the wing struts. The rudder is white. The upper and lower surfaces are shown in Fig. F.

Fig. E: DH 89a In 1938 the Republicans reformed the prewar airline, LAPE. This machine was used on internal service. During the early part of the war, machines like this were used as bombers, transports, and even fighters, still carrying their civil markings. This aircraft is finished in dark green on the upper surfaces with pale grey below. The standard Republican tail markings are carried and the wing tips and fuselage band are red. The letters, numbers, and airline code are all in white. The style of the lettering on the upper and lower wings is shown in Fig. F.

Part #2 STUKAS IN SPAIN

The Ju 87A-1 was first supplied to 1/STG 162 of the Luftwaffe in the spring of 1937. To allow personnel of the Staffeln to gain experience on this type under battle conditions, 3 machines were sent to join the Condor Legion; the German air contingent fighting with Franco's Nationalists in Spain. The crews for these aircraft were changed at regular intervals so that as many personnel as possible could gain combat experience.

The Ju 87 had first flown in 1935 and after winning a competition for a dive bomber for the Luftwaffe was put into production. Ten Ju 87A-0 pre-production machines were manufactured in the summer of 1936 and it is probable that one of these aircraft was sent to Spain for evaluation. This was followed by the 3 machines of 1/STG 162 and two others which carried the numbers 29 0 2 to 29 0 6. The first two numbers represent the aircraft type and the number after the 0 the individual aircraft code. It is not known if the Ju 87A-0 would have carried the 29 0 1 code. The Ju 87A-1's were formed into the so-called JOLANTHE Kette, named after the pig featured in the German stage comedy of the time called KRACH um JOLANTHE (Trouble with Jolanthe). Some machines carried the badge of a pig on the wheel housing. These machines were based at La Cenia Aerodrome for 17th February 1938 and lost one of their number at Bujaraloz during that Spring.

In December 1938 the remaining Ju 87A-1's were joined by 5 Ju 87B-1's, a more advanced version. These Ju 87's pioneered the dive-bombing blitz in the fighting over the Tereul, and Ebro fronts and during the Catalonian offensive proving this type of bombing to be effective on both targets and morale. However, it gave the Luftwaffe a false impression because of the lack of adequate antiaircraft fire or fighter opposition to which it was subjected in Spain. The Germans treated the whole experiment with a great deal of secrecy, showing a great loathing to display the Ju 87 or allow the Spaniards anywhere near the aircraft and returned all the remaining machines to Germany at the end of the war.

The drawings show 2 Ju 87A-1's and 2 Ju 87B-1's in the four color schemes used during this conflict.

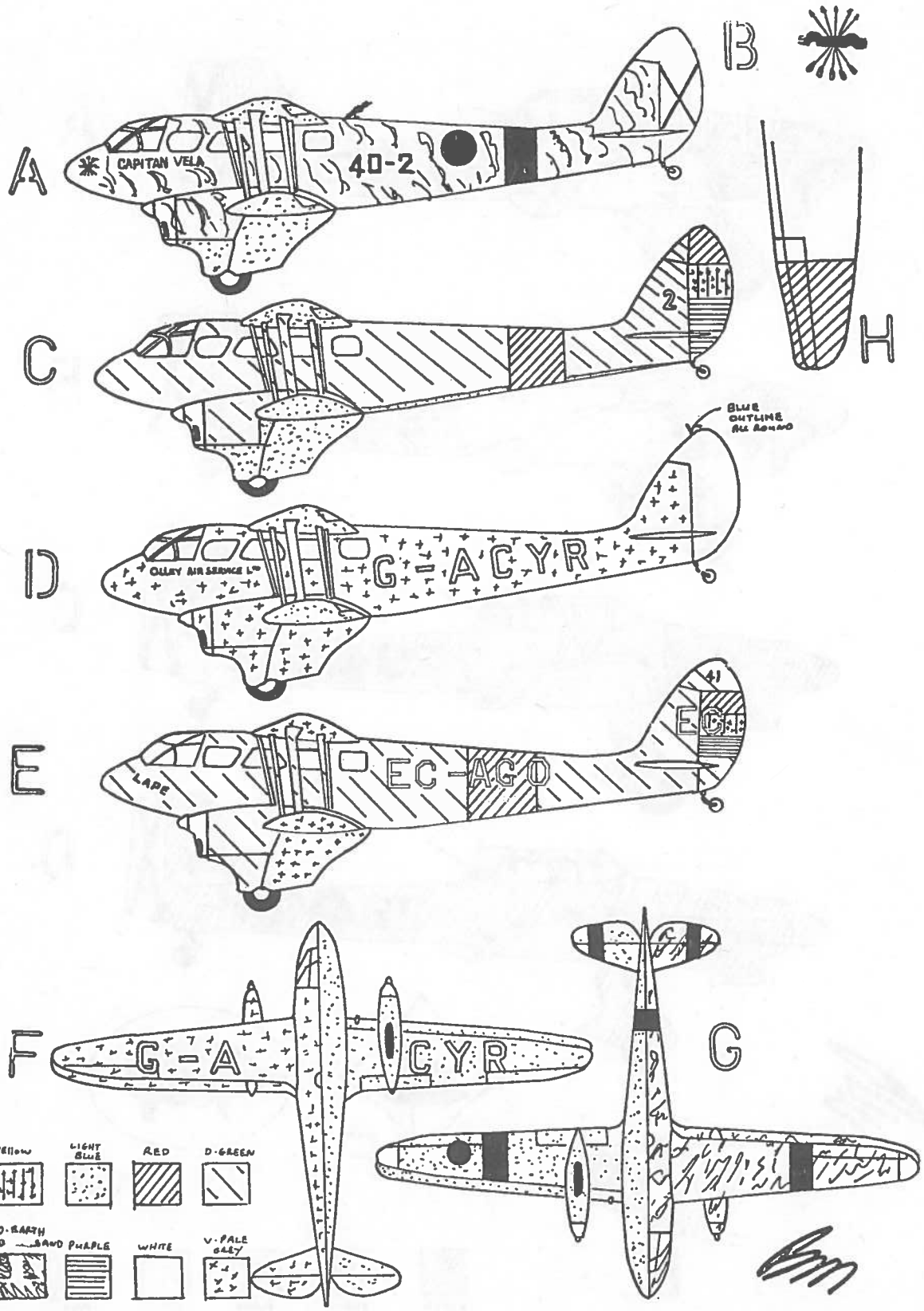
Fig. A: Ju 87A-1 in early 1938. This machine is brown (RLM 61), green (RLM 62) and light grey (RLM 63) on upper surfaces with light grey undersides. The fuselage numbers and disc are in black. Rudder markings consisting of a black St. Andrew's cross on a white background are carried together with white wing tips and black disc markings above and below the wings as shown in Fig. E. The small badge carried on the wheel housing, detailed in Fig. F, consisted of a black outlined white background with a black brolly and bowler.

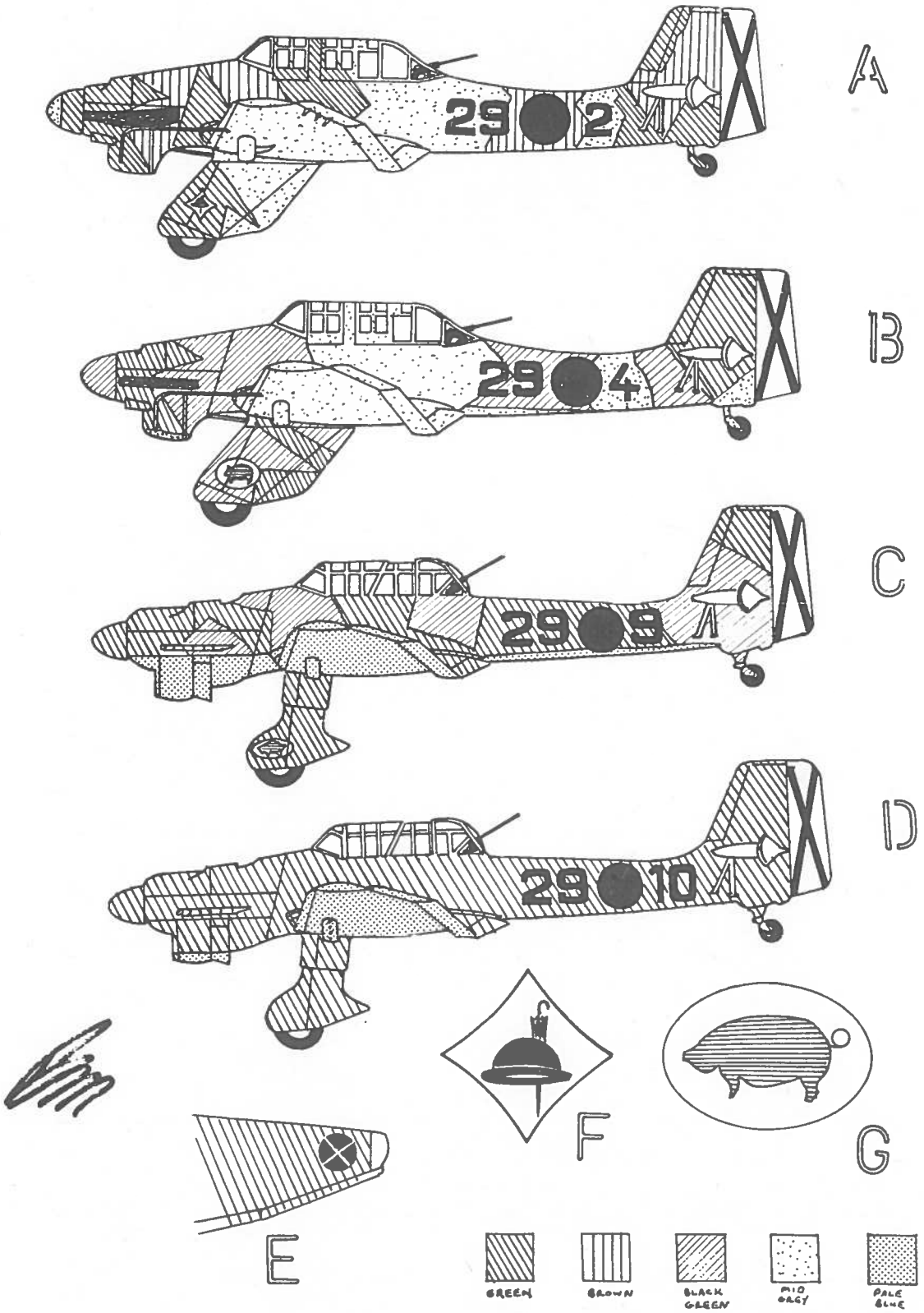
Fig. B: Ju 87A-1 in 1937. This machine is green (RLM 62), black green (RLM 70) and light grey (RLM 63). All other markings are as above except for the badge on the wheel housing which in this case consists of a pink pig as shown in Fig. G on a white disc which is outlined in red.

Fig. C: Ju 87B-1 in winter 1938/39. This machine is finished in green and black green with light blue (RLM 65) undersides. All other markings are as for Fig. B.

Fig. D: Ju 87B-1 in 1939. This machine is finished in green on all upper surfaces and light blue undersides. No badge is carried but national markings are as for Fig. A.

La Aviacion en la Guerra de Espana, Rello.
L'Aviation Republicaine Espagnole, Laureau.
Mitos y Verdades, Lacalle.
Airliners between the Wars, Munson.
Intervencion extranjer en la Guerra de Espana, Larrazabal.
Fokker y Dragones, Revista de Aeronautica Nov. 72 & Feb. 73.
La Guerra de Espana desde el aire, Larrazabal.
Alas Rojas sobre Espana, Sanchis.
Nuestra Aviacion Comercial, Avion Oct. 61.
Janes All the World's Aircraft 1936.
Air Enthusiast, Nov. 71.
Air Enthusiast #10.
Aviones de las Guerra de Espana, Flaps #223.
XXX Anos de Aviacion Espanola, Avion Apr. 69 - Aug. 70.


A
CAPITAN VELA
40-2
B
C
2
H
BLUE OUTLINE ALL AROUND
D
OLLEY AIR SERVICE LTD
G-ACYR
E
41
EC
EC-AGO
LAPE
F
G-A
CYR
G
YELLOW
LIGHT BLUE
RED
D-GREEN
D-EARTH OR SAND
PURPLE
WHITE
V-PALE GREY


A
29 2
B
29 4
C
29 9
D
29 10
E
F
G
GREEN
BROWN
BLACK GREEN
MID GREY
PALE BLUE

IKARUS IK-2: 1/72-scale injection-molded kit, GAZW $6.00

Don't let the name fool you; the Guano Aeroplane & Zeppelin Works really exists and they are serious about what they are doing. Consisting of a couple of enthusiasts working out of their apartments, this Seattle-based firm is not content with asking "Why don't they produce a kit of the _____?" (fill in your own dream machine). Instead, they get down to work and produce their own injection-molded kits.

I had the pleasure of meeting with Wesley Moore and Greg Reynolds in 1976. At that time Wes was still trying to perfect a method of making cast-resin kits. I not only saw a kit of the IK-2 which represented the state-of-the-art, but I was given a quided tour of a "museum" illustrating the evolution of Wes techniques. Amazing things had been accomplished, but it was obvious that problems remained to be solved before kits could be produced that would be suitable for the average modeler.

Soon after that, Wes abandoned the cast-resin technique and turned his attention to the possiblity of injection molding at home for fun and profit. This effort has been outstandingly successful as can be seen from the excellent kit of the IK-2 now available from the GAZW.

The kit is true-to-scale and accurate in outline. Surface detail, consisting of very fine raised panel lines and simulated fabric, is better than found in many professional kits. However, don't expect everything to be up to the standards of the commercial firms. Limitations in the molding process (I suspect mainly because of low injection pressure) require very thick "gates", causing some troubles with the small parts. In my kit, the tail wheel and venturi tube were unusable. But, unlike most vacuform kits, the propeller and wheels are excellent.

This kit includes a good instruction sheet with an excellent three-view drawing in 1/72 scale. Construction is straightforward once the preliminaries are out of the way. As with a vacuform kit, the fuselage and wing halves must be sanded down to provide the proper mating services. However, the molds have been engineered to provide the proper trailing-edge thickness to the wings. The complex wing-strut structure looks difficult and I did have some problems identifying the various struts, but by carefully following the instructions and resisting any temptation to strike out on my own, the struts fell into perfect alignment with no difficulties. The only mistake I made was to cut off the axles while removing the landing-gear struts from their "tree", but this was easily remedied. A canopy is provided, but this is rather thick and not too clear and is best replaced with a vacuformed copy made using the kit canopy as a master.

This kit does not include decals or painting instructions, but these are available from GAZW at extra cost This kit is easy to build and is highly recommended to all SAFCH modelers, not only because it will make a unique and eye-catching addition to your collection, but because it just might encourage you to try your hand at producing an injection-molded kit of your favorite airplane. It is clear that a group such as the GAZW can produce only a limited number of aircraft types. But, with groups working in other parts of the world, a large number of different exotic aircraft could be made available to the small air force enthusiast. The promotion of such a "cottage industry" is one of the goals of GAZW. If you write to Wes and include stamps or IRCs to cover postage, he will gladly send you two booklets that reveal his "secrets" for making injection-molded kits in your basement.

YUGOSLAV FIGHTERS 1938-41: 1/72-scale decals, GAZW $2.00

This well-researched and excellently-produced decal sheet provides national insignia, fin flashes, numbers and lettering for the following: Yugoslav Fury, Hurricane, IK-2, IK-3, Bf-109E, and a Croatian IK-2. While the sheet includes 8 large, 4 medium, and 2 small national insignia, a second set would be necessary if one desires to build all the aircraft described on the instruction sheet. The quality of the decals is excellent with the art work crisply reproduced, colors vivid, and the register perfect. This decal sheet, a must if you purchase the IK-2 kit, is also valuable to anyone interested in modeling early WWII aircraft.

The IK-2 kit, the decals for the Yugoslav Fighters, a list of other products available, the booklets on injection molding, and/or a subscription to the Guano Gazzett can be obtained by writing to Wesley Moore, 5802 North East 59th St., Seattle, WA 98105. Please allow plenty of time for delivery; the production rate is necessarily slow and a back-log may build up as more modelers discover this excellent kit and decals. (Review kit and decals supplied by the GAZW.)

A THOUSAND SHALL FALL by Murry Peden. Hard cover, 473 pages (16 cm by 24 cm) including 62 pages of photos. Published by Canada's Wings 1979, Can$ 18.95.

Reviewing any book about airplanes is usually an easy task: Are the facts accurate; is the text original, clear and interesting; how many photos and drawings are there, what is their quality, and have they been published before; etc? On the other hand, reviewing a book about airmen is comparatively difficult. Here the main criteria are subjective. Foremost in this reviewers mind is how well does the author succeed in bringing the reader into the cockpit with him. On the basis of this criterion, Murry Peden succeeds very well.

ATSF is the author's story of his experiences in WWII from the time he enlists in the RCAF on the day after his eighteenth birthday, through elementary and service flight training in Canada, advanced and operational training in England, service as a first pilot in Bomber Command Wellingtons and Sterlings, and finally in B-17's with 100 Group on Bomber Support missions. He recounts his experiences with total recall. Each event, whether a training flight over the Canadian prairie, a stage show aboard a troopship crossing the submarine infested Atlantic, a riotous party in the officer's mess, or a night bombing mission over the Ruhr, is described as if it happened yesterday.

The writing is characterized by a degree of warmth, humor, and vividness that is all too uncommon in literature today. A night training flight in a Cessna Crane is described: "Once away from the aerodrome traffic fell off to nothing, it was usually smooth, and in the denser cool night air the engines purred restfully. Darkness stretched ahead of us like black velvet, broken sporadically by the mass glitter of town lights and more frequently by the solitary, feeble little beams from lonely farmhouses. At frequent intervals the instructor would bestir himself to ascertain whether you knew your position. If you appeared uncertain, as you often were, pending the hoped-for appearance of a prominent landmark, he would frequently drop a broad hint, corrective or confirmatory as the circumstances required, and the shared semi-reverie could be resumed." His impressions on arriving over the target on this first mission: "The nethermost pit of hell could scarcely have appeared more frightful. The over-all spectacle was virtually indescribable, the product of bursting shells, a vast enclave billowing fire and smoke below, searchlights groping in slow frenzy, their beams rendered anaemic by the glare of hundreds of flares slowly descending on their parachutes - with additional rows of fresh ones being seeded far above."

While reading ATSF, the reader will begin to feel a little of what it was like to be a bomber pilot in WWII. Puzzlement over why a boy who enters service in October 1941 does not fly an operational mission until September 1943 steadily gives way to appreciation of the complexity of training a man to fly in combat. But, most profoundly, and this is the main theme of the book, excitement and danger associated with flying in wartime

(Continued on page 104)

MANCHUIAN MILITARY AVIATION

Lennart Andersson (SAFCH #68)

Researching Chinese air forces of the 1920's and 1930's is a very tricky business. Different war-lords bought aircraft and created their own air forces which ended up fighting each other. The central Kuo Min Tang government had to struggle a long time before it controlled the vast country of China. There were also different revolutionary forces and the forces of the invading Japanese which complicated the situation further.

It is often hard to tell if a province had its own government and military forces at a certain time, or if it was controlled by the central government. This situation was especially true in Manchuria.

This province was ruled by Chang Tso Lin until 1928 and after that year by his son, Chang Hsueh Liang. It joined the Nationalists in 1928, but the ties were not strong. An autonomous air force was maintained at Mukden.

Albatros and Lohner aircraft were used at first, later supplemented by various types of Breguet and Potez bomber/reece aircraft. From England came Avros and de Havilland Moths, plus one or two HP 0/400 bombers. The Junkers K.53 fighter/observation aircraft probably came from AB Flygindustri of Sweden. They exported ten of that type to an unknown customer in 1928. The single Fokker D XVI was used by Chang Hsueh Laing as his personal aircraft.

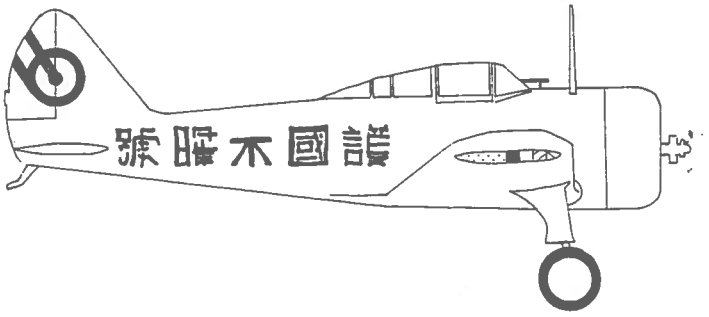
The Japanese occupied Manchuria in 1931-32, putting an end to the Manchurian air force. A new paramilitary air service was set up under Japanese control. Disguised as an airline, it was called Manchu Kokuyuso Kabushiki Kaisha (MKKK), Manchurian Air Transport Co., and mainly operated transport aircraft. A photographic division was set up in 1933. MKKK operated as an airline, but the aircraft had military-type serials and national insignia and were used to carry troops when needed.

The first types in service were the Fokker Super Universal, the F VII/3m and the Puss Moth. The MKKK repair shops at Fongtien produced the Super Universal as Manko Type 1 and Type 2 (photographic equipment) and the Puss Moth as Manko Type 3 under license during the 1930's. The factory was re-named Manshu Hikoki Seizo KK in 1938.

Some American and Japanese aircraft were also used, but in 1938, Junkers Ju 86 transport/bomber aircraft, Ju 160 transports and Messerschmitt Bf 108 light transport aircraft were bought from Germany. The military transport and photo-reece missions continued with Japanese aircraft until 1945.

A true air force was also created, probably in 1938. It was equipped with Japanese aircraft; Ki.27 and Ki.43 fighters plus other aircraft. The fall of Japan in August 1945 put an end to the state of Manchukuo, as the occupied Manchuria had been called.

It should also be mentioned that Chang Tso Lin's C-in-C, Chang Tsung Chang, had an autonomous air force at Tsinanpu. In 1927 it consisted of Potez VIII, Junkers and BFW Udet aircraft.



AIRCRAFT OF THE MANCHURIAN AIR FORCES

Pre-1931 Period

12	Breguet 14A2	-25-27-
	Breguet 14/400	23-
70	Breguet 19A2	24-31
16	Breguet BN2	-25-26-
	Breguet Limousine	-25-26-
	Potez 25	-31
30	Caudron G III	-26-
6	Caudron C.59	-25-27-
3	Schreck FBA (17)	-25-31
1	(or 2) Handley Page O/400	-25-31
	Vickers Vimy (?)	-31
10	Avro	-31
2	Avro 504K	-25-26-
25	(or more) DH Moth	-31
1	Albatros (from White Russians)	-25-
1	Lohner Flying Boat	-25-
4	SVA	-25-26-
10	AFI (?) Junkers K.53	-28-31
1	Breguet 19GR Bidon	29-31
1	Ford 5-AT-C Trimotor	30-31
1	Fokker D.XVI	30-31

MKKK 26 September 1932 - 19 August 1945

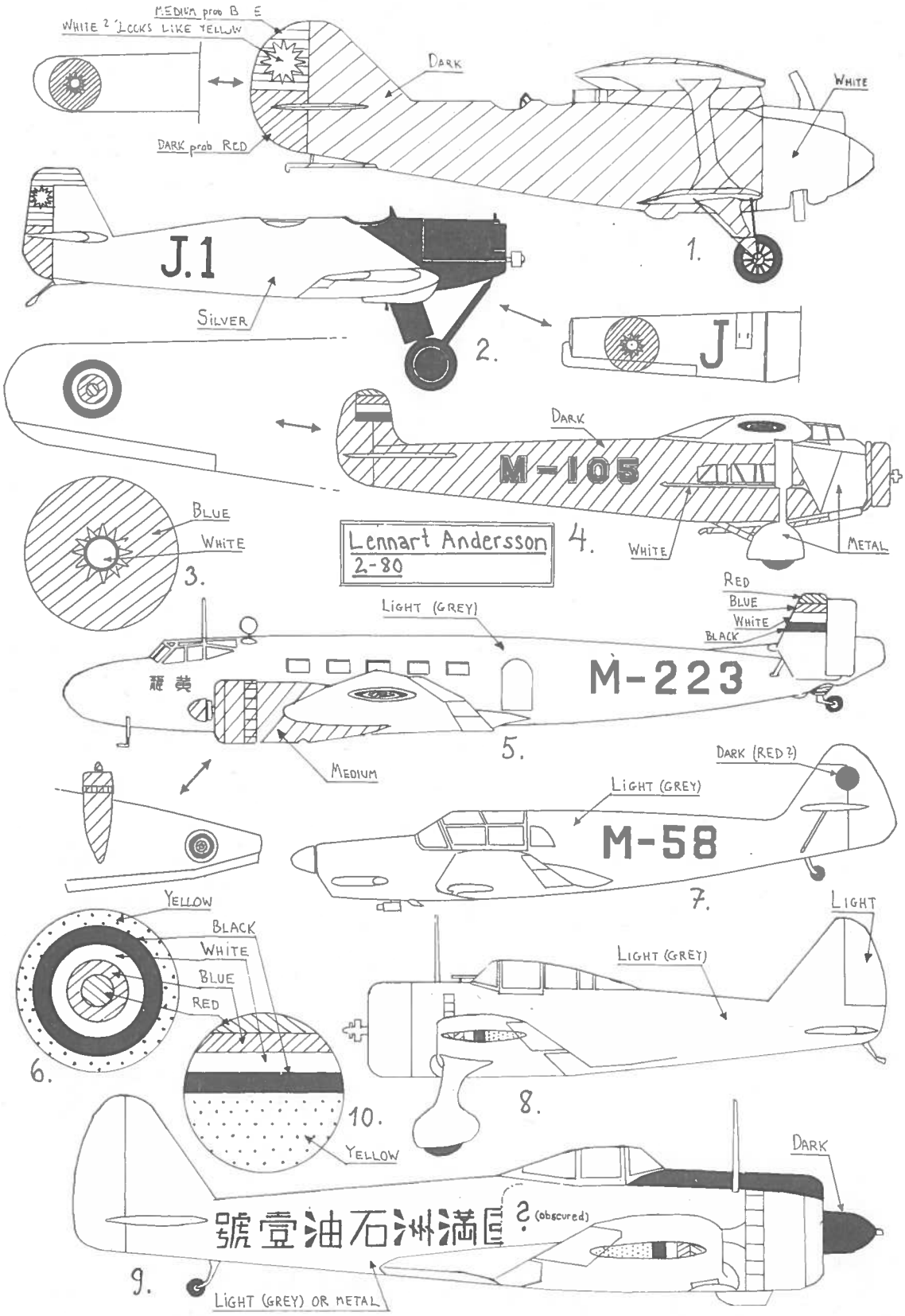
12	DH 80A Puss Moth M-(under 50)	32-38-
17	Nakajima-Fokker Mod 8 Super Universal M-105	32-38-
2	Fokker F.VII/3m M-501, 502	32-
40	Manko Type 1 M-118, 119,120	33-38-
	Manko Type 2 M-100 series	33-38-
15	Manko Type 3 M-(under 50)	34-38-
1	Fairchild FC2	33-
1	Northrop-Douglas Mod 2F	34-
1	Clark GA 43 M-701	34-
12	Nakajima AT2 M-400 series	36-
	DH Leopard Moth	-38-
30	MTl Hayabusa Type 1 M-300 series	37-
	Hayabusa Type 2 and 3 (?)	
15	Messerschmitt Bf.108D M-58	38-
10	Junkers Ju 86Z-1 M-212, 215, 220, 222, 223	38-
2	Junkers Ju 160	38-
	Kokkoh Type 1	-38-
1	Nakajima LB2	37-
	Nihon TK3 (?)	
	Ki.9	38-
	Ki.30	
	Ki.32	
6	(or more) Mitsubishi MC 20 M-604	41-
6	Ki.21	41-45
3	Ki.57	43-45

AIR FORCE 1938 - 19 August 1945

	Type 88	
	Type 91 Fighter	
3	Hayabusa (Type 1)	38-
	Ki.9	
12	Ki.27b	-42-45
	Ki.43-II-ko	-45
	Ki.54	
	Ki.55	
	Ki.79	

DRAWINGS

1. Breguet 19GR Bidon circa 1930.
2. (AFI) Junkers K.53 circa 1930.
3. Manchurian insignia circa 1930.
4. Super Universal of MKKK.
5. Ju 86Z-1 of MKKK.
6. MKKK insignia. Note that Universal had no yellow ring.
7. Bf.108D of MKKK.
8. Ki.27 of the Manchukuo Air Force.
9. Ki.43. The inscription indicates the donor of a/c.
10. Manchukuo insignia, used -42-45.


MEDIUM prob B E
WHITE ? LOOKS LIKE YELLOW
DARK
WHITE
DARK prob RED
J.1
1.
SILVER
2.
J
DARK
M-105
BLUE
WHITE
3.
Lennart Andersson
2-80
4.
WHITE
METAL
RED
BLUE
WHITE
BLACK
LIGHT (GREY)
M-223
5.
MEDIUM
DARK (RED ?)
LIGHT (GREY)
M-58
7.
YELLOW
BLACK
WHITE
BLUE
RED
6.
LIGHT
LIGHT (GREY)
8.
10.
YELLOW
DARK
? (obscured)
9.
LIGHT (GREY) OR METAL

Hansa Bradenburg Monoplanes in Danish Naval Service

Colin Owers (SAFCH #261)

The Hansa-Brandenburg company produced some of the best two-seat marine fighters of the First World War and after the Armistice was active in promoting its designs abroad. The type W.13 biplane was built in the Netherlands, the type W.33 monoplane in Norway and Finland, and the W.33's predecessor, the smaller type W.29 was built in Norway, Japan and Denmark.

The Royal Danish Navy bought a W.29 from Germany on 14 July 1919, and built a further 15 of the monoplanes under licence at the Orlogsvaerftet (Royal Dockyards) at Copenhagen during 1921 to 1927 using the first aircraft as a pattern. The Brandenburg monoplanes were given the designation HM.1 in Danish service, and serial numbers 20 to 30 were allocated to these aircraft. (serial numbers 21-24 and 26 were used twice. The first aircraft was serialed 24.) A list of HM.1's is appended.

The HM.1 was powered by a 150 hp Benz or 160 hp Royal Dockyard engine. Armament of one or two Disa (Madsen) machine guns on a Scarff-type mount was provided for the observer and, from 1924, a fixed 7.9 mm sychronised Vickers machine gun was mounted on the starboard side of the fuselage for the pilot. This latter gun was removed in the spring of 1927 because of weight problems and was later fitted to the Hawker Dancocks. From 1926 until 1930 the HM.1's were used by 1 Luftflotille in the reconnaissance role. Some aircraft were fitted with dual controls, and aircraft 20 and 30 had Telefunken radio equipment installed.

The HM.1's underwent many changes in their service lives. Initially they had individual exhaust pipes fitted to each cylinder as per the German original. These were later replaced by a long exhaust manifold discharging behind the wing. Persistent stability problems were not overcome until 1925 when the elevators were enlarged in area. As recorded earlier, the sychronised pilot's machine gun was removed in an attempt to cure the type's nose heaviness. The year 1925 also saw an observer's windscreen and an auxiliary fuel tank under the fuselage being fitted.

The HM.1 was used in the reconnaissance role until 1931. Three aircraft were in the Netherlands in September 1922. Five aircraft went to Sweden and Finland in 1923, and three were in Belgium on an official tour in July, 1924. Three aircraft also visited Poland in June/July 1925, landing on the Weichel River near Warszawa.

The HM.2 replaced the HM.1, being a licence built Heinkel He.8 floatplane. Heinkel was the chief designer of Hansa-Brandenburg and the He.8 was the linear descendant of the W.29.

Span: 13.55m. Length: 9.33 m. Height: 3.55 m.
Empty Weight: 1.050 kg. Take-off Weight: 1.500 kg.
Max Speed: 160 km/hr. Range: 525 km.
Climb to 1000 m.....7.5 min.
" " 2000 m.....17.5 min.
" " 3000 m.....32 min.

Serial No.	Received	Time (hr)	Remarks
20 (51)	27.05.01		Scrapped 13.04.22. Used as "Workshop a/c" or crash tender, Avnø
21 (30)	21.06		Crashed 22.08.03
21 (35)	23.07.14	510	Crashed Øresund 27.08.29
22 (31)	21.07.02		Crashed during landing, Køge Bay 24.05.05
22 (37)	24.07.17		Crashed, Stevns, Sealand, 26.11.22
23 (32)	22.05.22		Crashed during take-off from base, Copenhagen, 24.06.17
23 (38)	24.11.12	616	Crashed during landing, Copenhagen, 29.08.19
24	19.07.12		Crashed 24.06.28
24 (39)	25.03.28		Crashed near Skarrisø, 25.10.08
25 (33)	22.16.16	684	Crashed during landing, Copenhagen, 29.08.19
26 (34)	22 06.15		Crashed 22.07.21
26 (36)	23.07.14	468	Crashed, Øresund 27.08.06
27 (40)	25.05.05	427	Crashed in thunderstorm over Copenhagen, 28.06.13. Occupants were thrown out!
28 (41)	25.05.20	235	Crashed Great Belt (Stormbelt), 27.07.07
29 (42)	25.06.06		Scrapped 31.04.22
30 (52)	27.05.01	68	Crashed, Øresund, 27.09.10 (crossed rudder control lines).

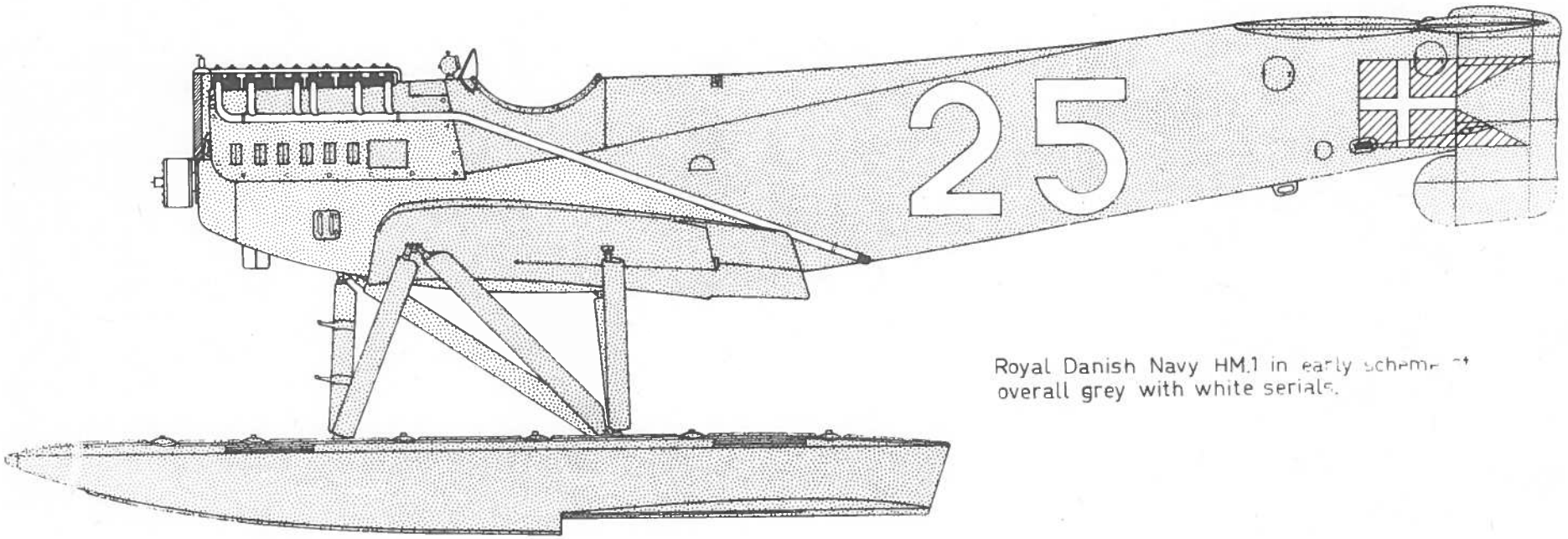
All aircraft were built in Royal Dockyards except 24 (first serial). The numbers in brackets are the Dockyards' manufacturer's number.

Special thanks to L.A.T. Ege of Dansmarks Flyvemuseum who provided much of the data for this article.

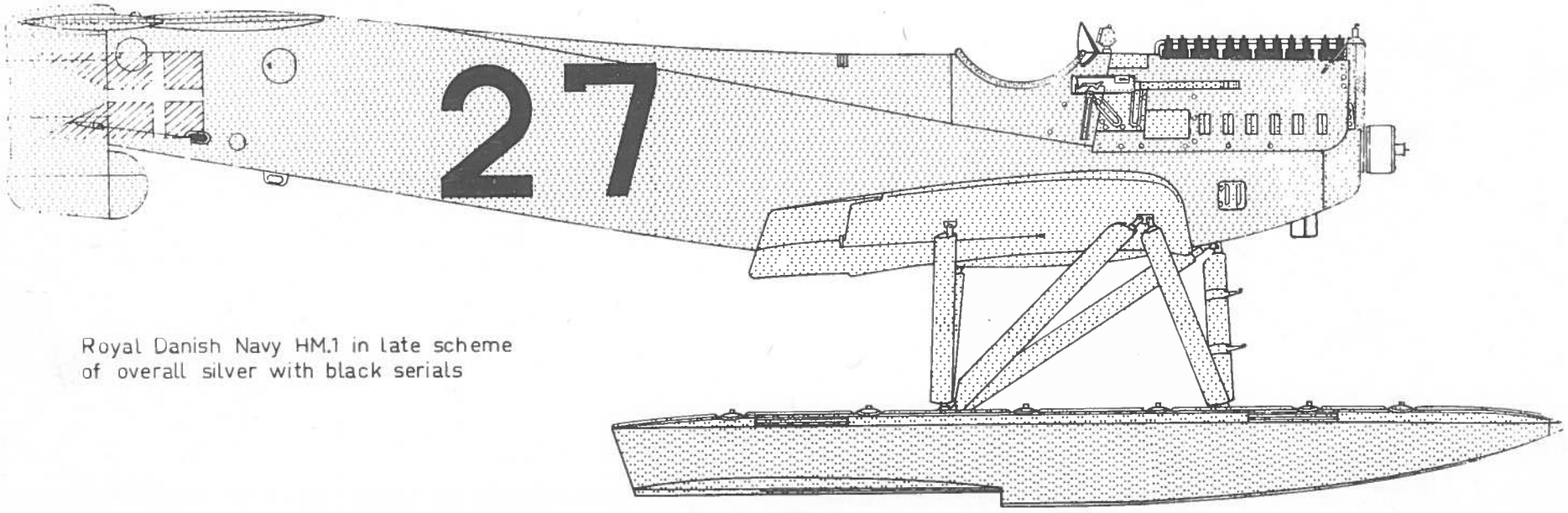
A THOUSAND SHALL FALL (Continued from page 101)
matures into a deep feeling of loss as good friends are lost. ATSF is an exciting book, an informative book, a humorous book, but most of all it is a tribute to those thousands of men of Bomber Command who did "fall".

I am so impressed with this book that I will go out on a limb to predict that A THOUSAND SHALL FALL will become one of the classics of aviation literature. It is a book that should be read, not only by those interested in WWII, but by everyone whose interests in aviation extend beyond the machines to the men who flew them.

SAFCH members can obtain ATSF for $15.00 from Canada's Wings, P.O. Box 393, Stittsville, Ontario K0A 3G0 Canada. (Review copy supplied by Carl Vincent of Canada's Wing's.)



Royal Danish Navy HM.1 in early scheme of overall grey with white serials.



Royal Danish Navy HM.1 in late scheme of overall silver with black serials

C.A. OWERS '76

THE NORTHROP T-38/F-5 in Service
(Update #3)

This survey updates our previous submission and incorporates information available as of July, 1979. The abbreviations used are: (AW) Aviation Week; (AP) Air Pictorial; (IDR) International Defense Review; (AI) Air International; (A & M) Aviation & Marine.

AUSTRIA

AW (18 June '79) mentions that the Israeli Kfir has been selected in the technical competition for the Austrian interceptor role. This effectively ends the F-5E contention for this order.

BAHRAIN:

A Department of Defense report of rejected arms sales which was published in AW (26 March '79) showed that Bahrain had unsuccessfully attempted to buy an undetermined number of F-5 E/F aircraft.

BRAZIL:

Brazil has lost three of their F-5B aircraft according to Flt (2 July '77 & 25 Feb '78). A list of serial numbers for the entire Brazilian F-5 fleet appeared in SAFO (Jan '79.

CHINA (TAIWAN):

Flt (17 Feb '79) reports that 48 units of their F-5 E/F fleet will be getting Maverick Air-to-Ground missile capability. In addition Aerospace Daily (9 July '79) and AW (16 July '79) say that they are getting an additional 39 F-5E and nine F-5F aircraft.

AI (Dec.'78) reports that Northrop proposed a new version of the F-5 airplane, the F-5G which was to be powered by a single G.E. F404 engine. However President Carter has vetoed the deal.

CHINA (PEOPLE'S REPUBLIC):

A U.S. Congressman, member of the House Armed Services Committee, and part of the delegation to visit P.R. China, reported that they might be interested in buying some F-5 aircraft. The Aerospace Daily (24 April '79) report did not go into specifics, but this obviously could become very interesting.

COLOMBIA:

The previously reported six T-38A are confirmed by the magazine "Aerospace International" (Nov. '78) which shows six T-38 on strength.

ECUADOR:

Ecuador's attempts to buy F-5 E/F aircraft have been reported in previous accounts. However, a Department of Defense report of rejected arms sales confirms that they have officially been turned down. This was reported in AW (26 March '79).

EGYPT:

The Egypt/Israel peace treaty has displeased the Arab world and Saudi Arabia, who was supposed to finance the F-5 deal, has all but formally backed out. AW (13 Aug. '79) reports that the deal is essentially dead. The $1.5 billion U.S. aid package is intended to cover other arms, including F-4 Phantoms, but not the F-5.

GERMANY (WEST):

Paul Bezouska's (SAFCH #34) article in the January '79 Observer covered the subject of the German T-38A very well. Apparently there are 42 T-38A involved, some of which will be modified for the "lead-in-fighter" role, carrying armament.

GUATEMALA:

A Department of Defense report of rejected arms sales confirms that the previously reported attempts by Guatemala to buy six F-5 E/F aircraft has been rejected. This per AW (26 March '79).

PAKISTAN:

It is generally agreed that Pakistan has approximately 50 F-5A/B aircraft which were transferred from Iran when Iran got their F-5E/F fleet. It is also generally agreed that they are interested in the F-5E/F, but the details surrounding this deal have some odd twists.

AI (Dec '78) carries a Pakistani report that the U.S. has finally agreed to let them buy some F-5E/F aircraft, but the U.S. State Department is quoted as denying the whole thing. However, the Indian Minister of Defense scoffed at the U.S. denial claiming that he had evidence of the deal, reportedly for 75 aircraft.

AW (23 April '79) carries still another complication. The deal for fifty (or is it 75?) must now be for cash instead of by loan or grant. This is in U.S. retaliation for Pakistan's nuclear research policies, according to a U.S. State Department official.

Aerospace Daily (18 April '79) has a good summary of the India-Pakistan-U.S. arms sales history for this region.

PORTUGAL:

AP (March '79) has a photo of one of their six leased T-38A Talcons, which they received in February 1977. In addition various sources carry reports of possible future F-5E buys.

QATAR:

Apparently Qatar attempted to buy an unknown quantity of F-5E aircraft and were turned down. This turned up in a Department of Defense report of rejected arms sales per AW (26 March '79).

SPAIN:

An AW (26 FEB '79) report said that the SAF considered the F-5E but rejected it, their final selection being between the F-18A, F-18L and F-16.

SWITZERLAND:

The Swiss re-equipment program is moving along with no major problems being reported. A possible confirmation that things are moving smoothly might be contained in the AP (April '79) report that they are considering a follow-on order for a further 40 to 50 aircraft.

THAILAND:

The total Thai F-5E/F inventory will probably be about 30 aircraft. FLT (17 March '79) says that "they are to receive a further 18.....so that a second (F-5E) squadron can be formed. Interavia (5-'79) reports that President Carter proposed a further sale of F-5A (yes, F-5A!) and F-5E to Thailand. This startling snippit needs to be studied some more ... Did he really say F-5A? Where will they come from? It is hard to believe that Interavia made a typographical error; they are usually a very reliable source.

TURKEY:

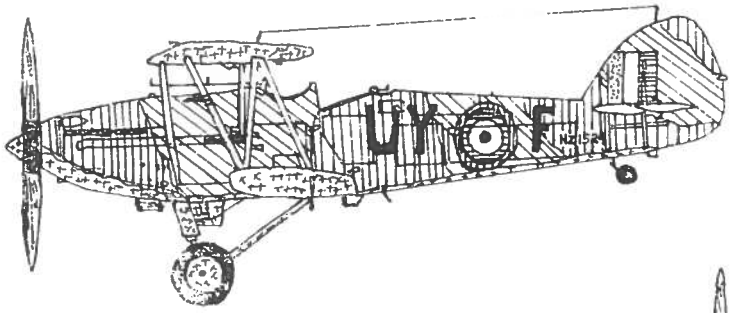
Current Turkish activity is centered around updating their trainer inventory. FLT (20 Jan '79) said that they had a requirement for either 60 F-5F for the advanced trainer/operational aircraft role, or 30 T-33A for training and a further 30 F-5F for advanced trainer/operational duties. Interavia Newsletter (27 March '79) reports that the U.S. has sent a letter of offer to Turkey for 30 T-38A Talons.

U.S.A.

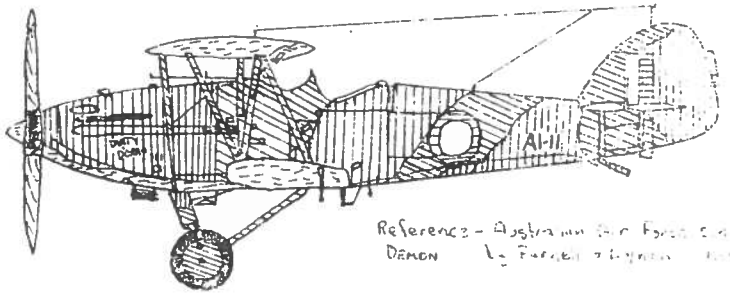
A startling report appeared in our newspaper, the Los Angeles Times (29 Aug. '79). The Secretary of Defense, Harold Brown is reported to be urging USAF to "buy more than 325...F-5 fighter aircraft" Northrop spokesmen are quoted as knowing "nothing about it" when asked for their comments. The report goes on to say that Brown's plan is to station four wings of combat ready F-5s in Europe (about 288 planes) with "another 40 to 70 F-5 ...

(Continued on page 110)

ANTIPODEAN [illegible]IKER TRIO - W.W.II

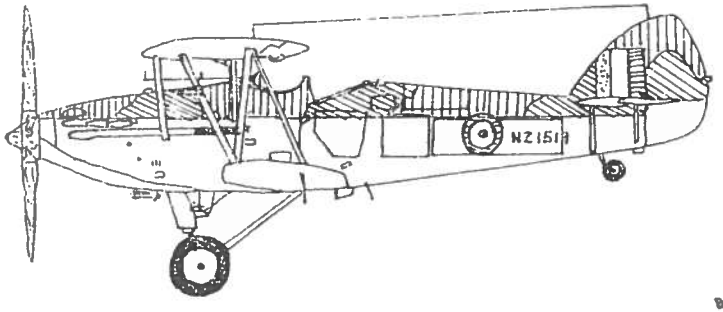


← HIND - UY-F NZ1524 - 21 sqdn. RNZAF, 1943
DARK EARTH, DARK GREEN Upper surfaces wings + fuselage
Black Serial, LIGHT GREY CODES, Yellow surrounds roundels
Spinner SKY, Blades black, Roundel Six positions
Struts - wings Dark Green, undercarriage Sky Type 'S'



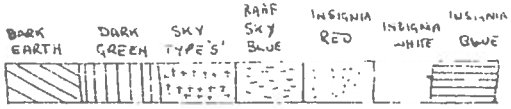
Demon - A1-L "DARTY DORA" 1.F.T.S R.A.A.F, 1944 →
Dark Earth, Dark Green - Upper surfaces wings + fuselage
RAAF Sky Blue - under surfaces. Light Grey Serial
Blue + white Roundels - Six positions, Spinner blue
Blades black, all struts as coded [illegible] - white

Reference - Australian Air Force [illegible]
DEMON [illegible]



← HIND - NZ1513 - RNZAF, Ohakea, 1943
Earth, Green - upper surfaces Yellow - fuselage + [illegible]
'A' type roundels - Six positions struts, spinner
Black - serial + prop blades

References :- RNZAF The First Decade 1937-46
Hinds. by C. Darby - KOOKABURRA.



SCALE 1/72 nd

"Recently, former Ugandan Air Force pilot and East African Airways Director Colonel Gad Wilson Toko described to Jim Tunney and myself some details about Ugandan MiG-21's. At that time, Toko was serving as a research fellow at the University of Pittsburgh's Center for International Studies. He had recently written a history of Soviet military aid in Africa: Intervention in Uganda: The Power Struggle and Soviet Involvement (Publication Section, University of Pittsburgh, G-6 Mervis Hall, Pittsburgh, PA 15260). He had also just completed a comparative study of the former British East African colonies of Kenya, Tanzania, and Uganda, where three distinctly different military systems had evolved since their independence

"Toko had been exiled from Uganda on the orders of former-dictator Idi Amin Dada who accused Toko of complicity in the Israeli rescue at Entebbe airport in July 1976. At the time of the rescue, Toko was Uganda's official liaison officer to the East African Airways in Nairobi, Kenya. Since the Israelis used Nairobi as a stop-over point during the raid, Amin reasoned that Toko must have had advanced notice of the raid and that he should have alerted the Ugandan armed forces. Toko brands these charges as "utter nonsense".

"According to Toko, the Ugandan Air Force operated only MiG-21MF's not the earlier Fishbed C's as reported in the IPMS-Seattle publication on Soviet warplanes and Hasagawa's Fishbed C's painting instructions. He pointed out that Uganda actually received stripped-down MiG-21MF's from the Soviets. These aircraft were delivered without their all-weather avionics because the USSR jealously guarded such technology.

"Uganda finally secured an all-weather interceptor force through adroit political dealing. Since the Soviets would not provide all-weather airplanes, Amin turned to Libya. Libya negotiated with Egypt, who procured MiG-17PFU's from the East Germans. These fighters, carrying wing-mounted 'Alkali' missile pylons, joined 18 MiG-17F's supplied in three batches by the USSR.

"Of all the Eastern bloc warplanes serving in the UAF, Toko recalled the 'Fresco C' most fondly: 'That plane was beautiful,' he said. 'We could perform the most difficult maneuvers on it.'

"Concerning the camouflage of the UAF MiG-21's, Toko said that the brown/gray/light-green finish pictured in several publications was the delivery scheme. Practice dog fights soon revealed that this scheme was too conspicuous at low altitudes. As a result the delivery scheme soon gave way to a peculiar mottled camouflage which consisted of large, irregular 'light straw green' blotches over a 'dark green' base. Toko failed to identify the lighter hue precisely, but said it approximated the color of 'your hay' - presumably a yellowish green-brown tint. He called the upper-surface green of the Pakastani MiG-19 in Air Enthusiast Quarterly #3 a good match for the darker base color. The under-surface color was described as a light 'sky blue', but - again - he couldn't pin down the precise color.

"This indigenous light green/dark green/sky blue finish appeared on all Ugandan warplanes and operational trainers - except Israeli-supplied and built Fouga Magisters. These sported standard IDF/AF warpaint.

"Toko also corrected erroneous reports on Ugandan aircraft codes. He said that Air Force buzz numbers always retained a zero as the middle of three digits. Each black or white stenciled code also carried a block-style 'U-' prefix. So the sequence beginning with 'U-101' ended with 'U-109' not U-110', as the KP L-29 kit depicts. (Use of a middle 'zero' considerably eased phonetic problems and thereby aided in-flight radio identification.) Buzz numbers bedecked both sides of the fuselage beneath the canopy and the upper starboard and lower port wings inboard of the wing insignia.

"UAF roundels depict only the head of the Ugandan Crown Bird (the African Balearic crested crane) and not the fully feathered, prancing fowl of the national flag. Thus, the insignia supplied with the Hasagawa kit is incorrect while those in the KP kit are correct. National markings appear on the four wing faces and on either side of the vertical fin - without overlapping the rudder. The head of the bird always faces the fusleage, while those on the fin point forward.

"SAFCH modelers will note by now that the Hasagawa kit completely misrepresents an operational Ugandan Air Force Fishbed."

EASTERN BLOC WARPLANES IN UGANDAN SERVICE

Number	Type	Remarks
2	MiG-15UTI	Supplied as a result of a July 1965 Moscow-Kampala agreement. Known code: U-606.
18	MiG-17F	Uganda received 18 a/c in 3 batches. The 1st 4 arrived with the MiG-15UTI's. A July 1972 agreement supplied a further 6 by Nov. 1973. The last Batch of 8 arrived by Dec. 1975.
6	MiG-17PFU	Acquired through Libya.
12	MiG-21MF	Delivered by Dec. 1975. Known code: U-201.
2	Mi-8	Delivered by Dec. 1975.
12	L-29	Each a/c carried day-glo orange stripping. Three horizontal stripes ran from the nose cone to a point in line with the leading edge of the canopy. Fifteen thin bands ran parallel to the plane's longitudinal axis on each horizontal stabilizer. Known codes: U-101 & U-109.

David Veres (SAFCH #60)



"A friend of mine working in Afghanistan recently saw 'MiG's' of the Afghan Air Force carrying a new national insignia. This insignia, modeled after the Afghan state coat of arms, consists of the Afghan word for "people" in gold on a red shield surrounded by a gold wreath."

Frank Steff (SAFCH #304)

(Editor's note: Frank included a sketch which I have tried to reproduce here. A photo published a few months ago in Aviation Week showes a line-up of Afghan MiG-17's with the only national markings a peculiar-shapped dark patch on their vertical fin. Careful study of this photos indicates that this dark patch is not inconsistent with the insignia in Frank's sketch.)

"I recently ran across a book which I thought might be of interest to SAFCH members, since I've never seen it mentioned anywhere. The title is ARMS TRADE REGISTERS: THE ARMS TRADE WITH THE THIRD WORLD, by the Stockholm International Peace Research Institute (published in the US by MIT Press in 1975). The whole thing is a list of arms furnished by the major countries. Aircraft, armored vehicles, and ships are listed. According to the preface, both public and private sources were used in the compilation, and it has plenty of data I've never seen before. A couple of relavent entries follow so that you can see what's envolved."

Jay Sherlock (SAFCH #431)

CENTRAL AFRICAN REPUBLIC

Year	Qty	Equipment	Supplier
1961	3	Max Holste Broussard	France
1961	1	Douglas C-47	France
1961	1	Sud Alouette II	France
(1963)	1	Bell 47G	USA
1965-66	(5)	Max Holste Broussard	France
1965-66	2	Douglas C-47	France
1968	1	Douglas DC-4	France
1969-79	10	Aermacchi AL-60	Italy
1970	1	Dassault Falcon	France
1971	10	Douglas A-1D	France
(1973)	10	Nord Noratlas	France
(1973)	10	Sikorsky S-58	France

REPUBLIC OF VIETMAN

1954	(20)	Cessna O-1	USA
1954	16	Douglas C-47	France
1954	4	Fletcher FD-25	Japan
(1954)	(10)	Beech C-45	USA
1954-56	(25)	Grumman F8F	France
1954-56	55	North American T-6	USA
1956	16	Douglas C-47	(USA)
1958	(5)	Sikorsky H-19	USA
1958-59	2	DeHavilland DHC-2	Canada
1960	2	Bell 47G	USA
1960-62	70	North American T-28	USA
1961	4	Douglas B-26	USA
(1961)	(15)	Bell UH-1	USA
1961-62	150	Douglas A-1E/A-iH	USA
1961-62	5	De Havilland DHC-4	Canada
1962	(5)	Sikorsky H-19	USA
1962-63	(20)	Douglas C-47	USA
(1962-63)	25	Cessna 185	USA
1962-64	80	Sikoraky H-34	USA
1963	(6)	Douglas B-26K	USA
1964-65	(40)	Cessna O-1	USA
(1964-65)	7	De Havilland DHC-2	(USA)
(1965-67)	25	Douglas C-47	USA
1966	4	Martin B-57B	USA
1966	1	Douglas DC-6	USA
1966-67	48	Cessna O-1	USA
1967	17	Northrop F-5A	USA
1967	2	Northrop F-5B	USA
1968	16	Fairchild C-119	USA
1969	60	Cessna A-37	USA
1969-70	150	Bell UH-iH	USA
1970	16	Fairchild AC-119	USA
1970	20	Vertol CH-47	USA
1970-71	48	Fairchild C-123	USA
1970-72	104	Cessna A-37	USA
1971	200	Bell UH-1H	USA
1971	1	Pazmany PL-2	USA
1971-72	30	Vertol CH-47	USA
1972	20	Douglas A-1	USA
1972	20	Northrop F-5	USA
1972	30	Northrop F-5	Iran (loan)
1972	70	Northrop F-5	Korea, China (loan)
1972	90	Cessna A-37	USA
1972	549	Bell UH-iH	USA
1972	20	Fairchild AC-119	USA
1972	32	Lockheed C-130	USA
1972	(5)	Douglas EC-47	USA
1972	20	Vertol CH-47	USA
1972	126	Northrop F-5E (on order, inc. 28 F-5F)	USA

"I would like to inform SAFO readers that an Australian decal company called ROODECALS has made a nice sheet of 1/48-scale decals for the Monogram C-47. This sheet cost $4.40 Australian, postage not included, and features four aircraft: One is an Olive Drab and Neutal Grey medical-evacuation aircraft and the other three are silver-bottomed, white-topped aircraft, one each from 86 Wing, 34 Squadron, and ARDU (Aircraft Research and Development Unit). The latter three would look 'smashing' in any collection.

"A second sheet I recommend features post war RAAF and RNZAF roundels along with cheat lines and squadron badges for C-130's of 37 Squadron (RAAF) and 40 Squdron (RNZAF). If you're tired of building US or RAF C-130's, try an Australian or New Zealand version.

"These sheets are available from: Bill Hamer, 164A Warrandyte Rd., Ringwood 3134, Victoria, Australia. Please ask about postage costs.

A-1 RAAF & RNZAF 1/48 & 1/32 Post War	$4.35 Aust.
A-2 RAAF & RNZAF 1/72 Post War (C-130)	$3.98 Aust.
A-3 RNZAF WW2 1/32 Corsair & Kittyhawk	$3.50 Aust.
A-4 RNZAF WW2 1/48 Corsair, Dauntless & Avenger	$3.50 Aust.
A-5 RNZAF WW2 1/72 Corsair, Dauntless, Avenger, Catalina, & Kittyhawk	$3.50 Aust.
A-6 through A-10 Australian Airliners	
A-11 RAAF C-47's (1/48)	$4.40 Aust.

"Decals for 1/72-scale C-47's are due for release in July 1980.

"I have also received word of 1/48-scale decals for Singapore Air Force A-4S. I am ordering these at $1.75 from: Morgan Decals, Morgan Hobbycraft Centre, 191 1st Floor, Katong Shopping Centre, Mountbatten Rd., Singapore 1543."

Chelun Huang (SAFCH #406)

KOOKABURRA TECHNICAL PUBLICATIONS: Titles under Preparation.

RAAF CAMOUFLAGE & MARKINGS 1939-45 Vols 1 & 2 by Geoffrey Pentland. This two-part coverage is being produced in response to many requests for details of color schemes, emblems, markings, camouflage orders & pattern diagrams for RAAF aircraft in Australia and the Pacific. Vol 1 describes 1939-43 aircraft; Vol 2 the years 1944-45. Many surprising disclosures will provide much food for thought for the reader. Each book features 16 pages of stunning full-color illustrations, some extremely rare color photographs and approximately 300 exceptional black & white photographs. Vol 1 publication approximately August 1980. A truely lavish presentation: price around $20 each volume.

AUSTRALIAN FIGHTER SQUADRONS OF WW2 by Peter Malone. Vol 1 will cover the Pacific Aera and Vol 2 the UK and Middle East. A fascinating account of the experiences of our own fighter pilots in distinctively Australian squadrons with strong emphasis on the unusual events that happened. Beautifully illustrated with the usual Kookaburra-standard photographs and color illustrations of individually decorated Spitfires, Kittyhawks, Beaufighters, Buffalos, etc. Large format, hard covers. Publication early 1981.

Submitted by Mike Mirkovic (SAFCH #465)

SAFCH RESEARCH PROJECT #8: AIRCRAFT OF THE CENTRAL AMERICAN REPUBLICS - Progress Report #2.

The Aeronautica Militar, as the Guatemalan air arm was called from 1929 until a reorganization after the revolution of 1944 created the Fuerza Aerea Guatemaleca, made a goodwill flight through the other Central American republics to Panama in February 1939. Six Ryan STA and at least ten Waco VPF-7 aircraft had been delivered in mid-1938. (Dan Hagedorn has specific data on six Wacos and I have a photo that shows a lineup of ten machines.) Five Ryans (21,22,24,25,26) and five Wacos (14-18) made the flight. The enclosed photos show these aircraft at La Sabana in San Jose, Costa Rica.

Gary Kuhn (SAFCH #257)

(The photos are to be found on page 120.)

"The pressures, the increasing magnitude and the comparative success of my publishing enterprise have brought matters to the point where I can no longer carry it on as a spare-time activity. With an increasing number of manuscripts on hand for publication, the result has been that a greater devotion of time is given to editorial work, and my own research and writing has almost come to a stop (Volume 3 in my series has been a weeks work from completion for two years), while the commercial success of the three books we've published in the last year or so is an indication that I could derive a moderate income from the business.

"I have, therefore, after a great deal of soul-searching and family discussion, arranged to work at the Public Archives of Canada only two days a week rather than full-time. This will result in a major drop in salary income but also, I feel, in increased personal satisfaction and, in the long run, an equivalent or greater financial return. My wife backs me up in this decision, while the children understand what is involved and cheerfully accept it.

""I will be joined by a full-time assistant, one of whose duties will be insuring that I improve my horrible correspondence record (though I feel I've had at least a slight excuse for the irregularity). There are some excellent books at various stages of the publication process, the first issue of our new magazine HIGH FLIGHT has just come out, and, over the few years, I hope to expand our scope to include subjects other than aviation history."

Carl Vincent, CANADA'S WINGS, P.O. Box 393, Stittsville, Ontario KoA 3G0 Canada.

"The Fuerza Aerea Guatemalteca actually received six P-26A's (referred to as PT-26A's in USAAF documents of transfer), together with a large stock of spare parts. From these parts, a seventh aircraft was assembled. Of the six machines, two had been in-country for some time and had been part of the USAAC Panama Intercept Command detachment at La Aurora, Guatemala City. None ever served with the 'Panamanian Air Force,' a myth that has been re-perpetuated for so long that it has been accepted as fact. The known previous USAAC s/n's are correct, but the sixth machine has not been traced; and of course the seventh (built-up) machine didn't have one! All were formally handed over at a ceremony at La Aurora on 31 May 1943 and were a gift from the US and were not charged against Guatemala's Lend Lease account. The politics of the situation are rather complex, but were instrumental. Officially, for paperwork purposes, the first two aircraft (the ones actually in Guatemala) were turned over 10 October 1942 and the other four 6 August 1944! Initially, the aircraft bore FAG service numbers 43 through 48 (the built-up aircraft, by process of elimination, is almost certainly 49). The FAG P-26A's illustrated in SAFO #14 should have numbers added to their cowls: '43' on aircraft 0672 and '44' on aircraft 0816. (The significance of 0672 and 0816, together with other apparently random FAG service numbers adopted by the FAG circa 1948, is unknown.) The FAG still operated four P-26A's as late as 30 June 1954, and there have been at least two other schemes. Note also at this juncture, the FAG star was rather 'fat', that is, it was not a sharp-edged five-point star."

Daniel P. Hagedorn (SAFCH #394)

"Congratulations on special Omani issue (SAFCH #15); nice variety even with limited subject. I have some comments: (1) 'IIAA' on AB-205 (page 68) obviously does not stand for Imperial Iranian Air Force (Editor's note: Ouch!) but Imperial Iranian Army Aviation. Emblem on door is probably also for Army Avaition. I have yet to find a good clear shot of this emblem or even a uniform patch of same. Can anyone help? (2) The lion on the Swaziland Aravia (page 84) is usually the symbol of the king. Whether this means a royal aircraft or just military or governmental remains to be seen. (3) As for the runner-up for the 'SAFCH Cup' (page 84), shouldn't Malta and Liberia be in there somewhere?"

Ted Koppel (SAFCH #118)

F-5 Update (Continued from page 106)

needed to maintain the combat wings at full operating strength."

The report mentions F-5 fighter aircraft, but it does not identify if these are to be the existing F-5E/F version or the proposed F-5G version which was originally proposed to Taiwan, but vetoed by President Carter per AI (Dec '78).

VIETNAM:

Although the full story has yet to be told, a vast store of U.S. equipment was captured by the communists. Most sources agree that approximately 87 F-5s of all types were captured. AW (5 May '75) goes into some details, reporting 27 F-5E, 9 RF-5A and 61 F-5A and F-5B captured, along with a good supply of spares and other support equipment.

The Vietnam Air Force has been reported using some of these aircraft in Cambodia according to most reports, although details of numbers or types were not identified. AW (5 March '79) and FLT (10 March '79) agree that nine F-5 were seen and photographed by Western reporters who were there to cover the China/Vietnam war. It was not clear if these were F-5A or F-5E models (the AW photo was not that good) but the reports agree that the aircraft now carry the Red Star insignia. More details on their new appearance would be very welcome.

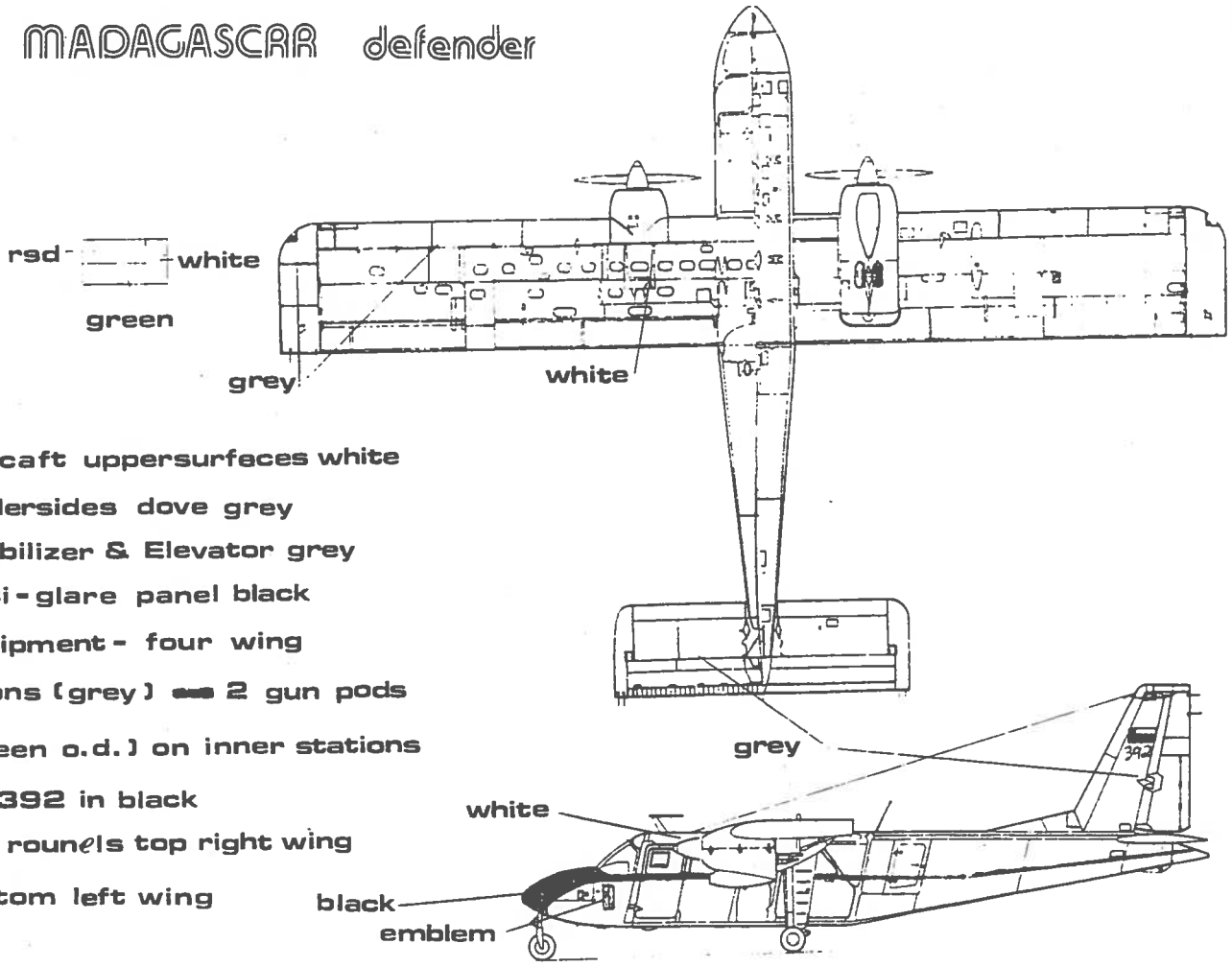
YEMEN ARAB REPUBLIC (NORTH):

Apparently that shipment of F-5E's finally made it. The local press (10 March '79) carried a State Department announcement of the signing of a waiver by President Carter due to the urgency of the situation. This allowed immediate shipment of these aircraft, bypassing the traditional congressional approval requirement. Press announcements (28 May '79) reveal that pilots and crew for this equipment are being 'hired' from Taiwan.

We welcome your additions, corrections and suggestions. Credit will be given for all submissions received. Please contact:

Gus Morfis (SAFCH #3)
4709 Greenmeadows Avenue
Torrance, CA 90505 U.S.A.

MADAGASCAR defender



Aircaft uppersurfeces white

Undersides dove grey

Stabilizer & Elevator grey

Anti-glare panel black

Equipment - four wing

pylons (grey) 2 gun pods

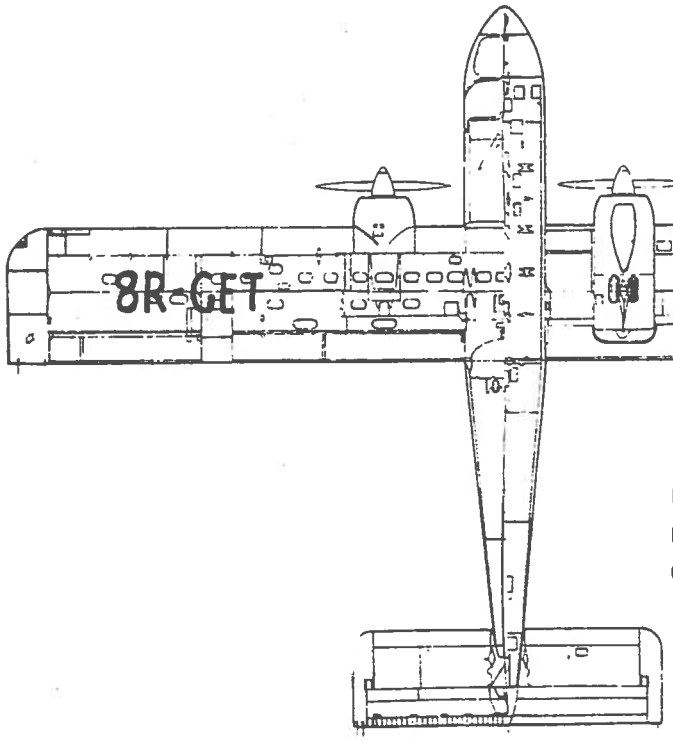
(green o.d.) on inner stations

no 392 in black

two rounels top right wing

bottom left wing

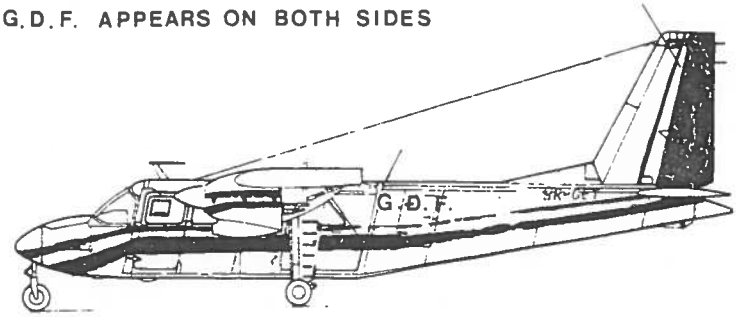
Guyana Defender



Details of the national insignia and emblem can be found in SAFO #15.

GUYANA DEFENCE FORCE
AIRCAFT IS YELLOW OVERALL
DARK BROWN CHEEK LINE.
REGESTRATION 8R-GET,
G.D.F. APPEARS ON BOTH SIDES

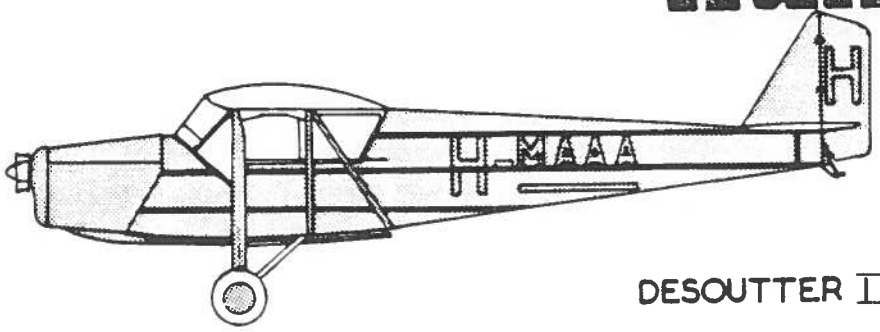
MEDIUM GREEN



ALL LETTERS IN BLACK
NO NATIONAL MARKINGS VISIBLE

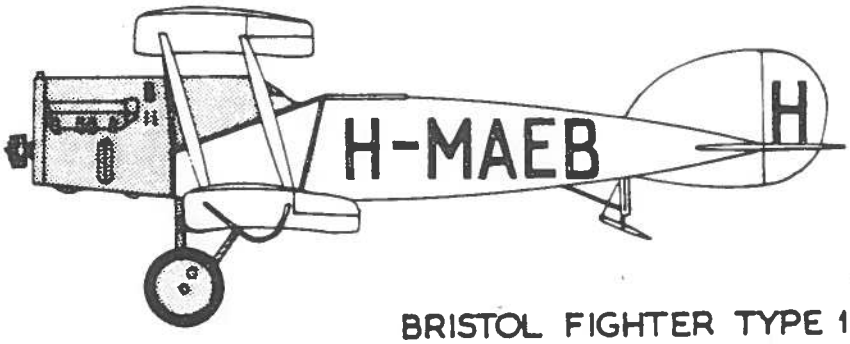
MIKE PARR

British a/c in Hungary

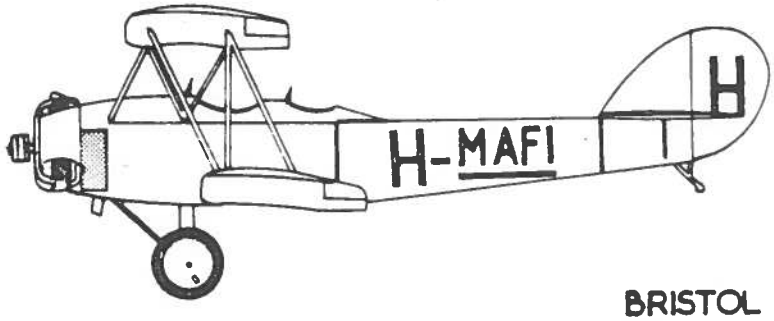


white outline lettering

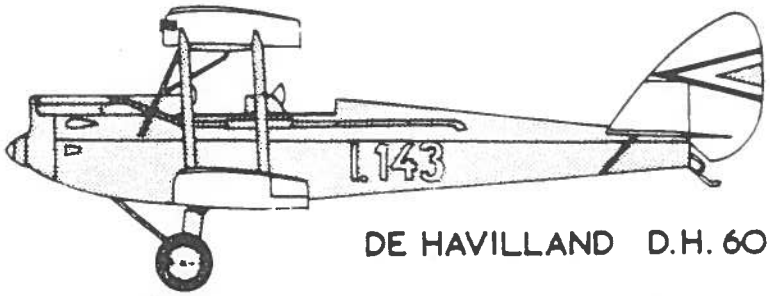
DESOUTTER II (later HA-AAA)



BRISTOL FIGHTER TYPE 17A



BRISTOL SCHOOL TYPE 83 B
(also H-MAFJ)



DE HAVILLAND D.H. 60G

An ex-Yugoslav BRISTOL BLENHEIM I flown to Hungary by a deserter in April 1941 was modified to a transport by W.M. and operated as J.104

270

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION.

Dec 79 (24 pages) "PZL P-11f & P-24" (conversion notes with drawings of a Rumanian P-11f, two Greek P-24s, and a Turkish P-24); "Korea: Aircraft of the Conflict" (drawings of RAN Sea Fury & Firefly, RAAF Mustang & Meteor, and Korean P-51D); "FAC Grumley" (drawing of camouflaged Winjeel); "Quantus: The Aircraft" (drawing of DH-60M).

Mar 80 (20 pages) "Iberian & Balkan Furies" (drawings of Spanish, Portuguese, & Yugoslav Furies): "One Man's Air Force" (drawings of RAAF Tiger Moth, Rapide, Anson, & Demon).

AVIATION SOCIETY OF AFRICA NEWSLETTER.

Jan 80 (20 pages) Photos: Swaziland Aravia 3D-DAA, Nigerian Puma NAF530, & Togo Puma 5V-MAK; Civil and Military News; Register Review; "Air Forces" (Comores Islands & Botswana).

IPMS-BELGIUM KIT.

#32 Winter 78 (38 pages) "2e Regiment Aero belge" (4 pages of text and one page of drawings of squadron badges); "Glosters Gladiators belge" (6 pages of text, 2 photos, one drawing); "Hurrican Mk I belge" (4 pages of text, 7 photos, 2 pages of drawings); 4 photos of Belgium CR-42; 3 pages of drawings of Belguim Spitfire Mk 9.

#33 Spring 79 (48 pages) "Benelux Spitfires" (14 pages of text and tables, 19 photos, 7 pages of drawings).

#34 Summer 79 (34 pages) Belgium Alpha Jet (8 photos, one page of drawings); Belgium T-6 (4 photos, 2 pages of drawings); Belgium Tiger Meet F-104G (2 pages of drawings).

#35 Autumn 79 (50 pages) "Alpha Jet" (4 pages of text, 9 photos, 8 pages of drawings).

#36 Winter 79 (50 pages) "Thunderjets F-84G belge" (8 pages of text, 5 pages of tables, 21 photos, 8 pages of drawings).

#37 Spring 80 (46 pages) "Mirages belges" (5 pages of text, 13 photos, 14 pages of drawings).

(Editor's note: If all countries produced a magazine as good as KIT, there wouldn't be any need for the SAFCH. For further information write: Adhemar Pensis, Rue des Eburons 35, 1040 Bruxelles.)

DIRTY PLASTIC. (Editor's note: The price quoted last time is incorrect. It should have been $5 for US and Canada, and $6 for all others.)

Spring 80 (20 pages) "Petite Parasols" (things to do with the Heller kit of the MS-230, including French MS-130 & 134, USAAF MS-134, Swiss MS-229, Yugoslav and Italian Rogozarski PVT, and MS-230 in German, Belgium, Greek, Portuguese, & Spanish service); "Two Timing Tabby" (converting the C-47 into the Japanese version, 6 side views); "Royal Australian Navy Skyhawks" (2 pages of drawings); "RAF Curtiss Hawk 75s" (1 page of drawings).

IPMS-CANADA RANDOM THOUGHTS.

#4 79 (24 pages) "The P-63 Kingcobra in Depth" (5 pages of drawings, no saf a/c but a good article).

#5 79 (24 pages) "CF-116 Experimental Camouflage" (two unusual color schemes for the F-5); "RCAF Markings circa 1960" (3 pages of marking detail for the PBY).

#6 79 (24 pages) "The CP-140 Aurora" (one page of text, 11 photos, 5 pages of drawings of the interior of the Canadian Orion).

IPMS-UK MAGAZINE.

Jan/Feb 80 Nothing of saf interest.

OFH NACHRICHTEN.

4/79 (31 pages) "Hopfner HS 5/28" (2 pages of text, 2 photos, 2 pages of 1/72-scale drawings); "Austrian Magisters" (one page of text, 2 photos, 4 pages of drawings).

1/80 (29 pages) "Hansa-Brandenburg C I" (4 pages of text, 1 photos, 5 pages of drawings); "Austrian Yak-11" (2 pages of text, 1 photos, 3 pages of 1/72-scale drawings); "Musger Mg III" (2 pages of text, one page of 1/72-scale drawings).

MILITARY AVIATION REVIEW. (Editor's note: This excellent publication is now available in the US from Aero Research, 4672 Flamingo Ct., Fremont, CA 94538.)

Jan 80 (24 pages) Photos: Afghan Anson; "Luftwaffe T-birds" (4 pages of text, tables, & photos).

Feb 80 (24 pages) Photos: Swedish Sk.60 & Lancaster; Portuguese Sabre, T-38, & G.91T; Italian PD-808, T-33, & RT-33.

Mar 80 (24 pages) Photos: Canadian TBM; Turkish Mosquito; Niger C-130; SAAF C-47, C-54, Shackleton, Camberra, Sabre, C-130, Transall, Impala, Cessna 185, Super Frelon, Puma, Mirage F.1CZ, F.1AZ, & III; "Luftwaffe T-birds" (4 pages of text, tables, and photos).

Apr 80 (24 pages) Photos: Irish Gazelle, Israeli F-15.

JP-4.

Dec 79 (88 pages) Photos: Panama Cessna 402; Argentina MH-152l; Portugese G.91T; Swiss Hunter, Venom, & Mirage III; "La Guerra Notturno in Corea", "AT-6 Texan" (color drawings of Italian, Brazilian, and New Zealand AT-6).

Jan 80 (72 pages) Photos: Dubai MB.326; Singapore C-130; Tanzania Caribou; Swiss F-5E; "A bordo del Cant Z 1007bis 210-8".

Feb 80 (72 pages) Photos: Spanish Herrier; Dutch F-104G; UAE Boeing 720; "Il circuito aero delle Alpi 1937"; "Operazione Cuba" (8 pages including photos of Cuban T-28, C-46, C-54, Piper Tripacer, & A-26); "I Mustang del Dopoguerra" (photos and color drawings of Italian, Dutch, Korean, & Israeli P-51Ds - good drawings of the camouflage patterns on the Israeli a/c).

Mar 80 (72 pages) Photos: Italian F-104G & HH-3F; Philippine F-27; Belgium Puma; Portuguese T-38; Irish SF-26wW, Peru F-27; Italian NH-500 & AB-47G; "Gli Aeroplani de Alberto Jona" (includes photos of Jona 6 and drawings of the unusual Jona 10); "Savoia Marchetti nella Aviacion Naval Argentina" (3 pages including 7 photos).

DE VLIEGENDE HOLLANDER.

Apr 79 Photos: Dutch F-104's D-5805, D-8084, D-6670, & D-8273 (c); Dutch NF-5A K-3033 (c); German Alpha Jet 98+33 (bw); Dutch F-16B J-259 (bw).

May 79 Photos: Dutch F-104 D-8280 (c).

Jun 79 Photos: Dutch F-16B J-259 (c).

Jul/Aug 79 Photos: Dutch NF-5A K-3028 in red, white, & blue scheme (c); Dutch F-16B's J-259 & J-260 (c); Brazilian AF EMB-111 (bw).

Sep 79 Photos: Dutch NF-5A's K-3018 & K-3017 (c); Dutch F-104 D-6652 (c); Dutch Bo-105 and Alouette III A-514 (c); Moroccan F.1 146 (bw); Dutch F-16A J-212 (c); Belgian F-16A FA-01 & Dutch F-16A J-213 (bw).

Oct 79 Photos: Dutch F-16A J-213 being re-fueled by USAF KC-135 23519 (bw); testbed NF-5A K-3001 (bw); Portuguese AF T-38A 10868 (c).

Nov 79 Photos: Dutch Alouette III A-470 in "Grasshopper" scheme stunt team (c); Dutch F-104 "LETS-1" an ex-German a/c for instruction in a technical school (bw); Spanish AF F-18L Hornet (bw) for demonstration as you may have guessed.

HERKENNING.

May 79 Photos: Ecuadorian AF Mirage F.1 FAE-801 (bw); Dutch F-16B J-259 (bw).

Jul 79 Photos: Ghana AF F-28 PH-EXP (bw); Portuguese F-86F 5357, T-37C 2426, Noratlas, & C-54 (bw); Dutch F-16A J-212 (bw).

Sep 79 Photos: Belgian AF Merlin CF-01, SF-260 ST-31, BN-2A G-BDPP/B-05 (bw); Dutch NF-5A K-3028 in red, white, & blue scheme (bw).

Nov 79 Photos: Norwegian TF-104 263 (bw); Austrian Saab 105 F (bw); Portuguese T-38A 10868 & G-91 5453 (bw); Dutch Lynx 266 (bw).

BRITISH AVIATION REVIEW.

Mar 79 Roundel Photos: Iraqi AF Furies 321 & 236.

Apr 79 Photos: ex-Haiti AF T-28A 1242/51-7542 marked as US civil N-14112; RNZAF T-6 NZ-1085; Yugoslav AF An-12 73311/YU-AIC; Spanish AF Mystere 20 TM11-2.

May 79 Photos: Brazilian AF Catalina C10-6510; CNAF UH-1H 61-2025/325.

Jun 79 Nothing of saf interest.

Jul 79 Photos: Spanish AF KC-130H TK10-7; Israeli C-130H 4X-FBW; Venezuelan Canberra B-82 1233; Swiss Hunter J-4026; Danish Hughes 500M H-207. Roundel contains a photos of Iraqi Fury 261.

Aug 79 Nothing of saf interest.

Sep 79 Photos: Norwegian AF C-130H 956 in UN colors. Roundel contains photo of Brazilian Navy Neptune 7010.

Oct 79 Photos: RAAF Boeing 707 A20-624; Irish Super King Air 234; Yugoslav Lear Jet 70401.

FLASH.

Mar 79 Photos: Dutch NF-5A TPG-29 (instructional airframe); Indonesian Aero Commander 100 L-02 and Nomad P-804; Argentine Skyhawk C-209; Australian Navy Skyhawk N13-154907; Greek F-84G 19752, ex-Norwegian HU-16B 15300 on delivery to Greece, RF-5A 01621, & C-130H 745; Zaire AF C-47's 9T-PKE & -PKF; Swiss Mirage IIIS J-2322, Venom J-1748, & Ju-52 A-701.

Apr 79 Photos: Norwegian CF-104 860; Algerian AF Beech T-34C 7T-WPF; Greek T-33 29876, C-47 92625, RF-84F 28730, F-104G 33643; Dutch F-84F P-200.

May 79 Photos: Belgian Alpha Jet AT-01, Albanian AF I1-14's 15-09 & 31-61; Swiss F-5E J-3001; Greek Museum T-33A 16671 and T-6 32803.

Jun 79 Photos: Greek F-4E 01532.

Jul/Aug 79 Photos: Swiss F-5E's J-3012, J-3014, & J-3022, Mirage IIIRS R-2110, Mirage IIIS J-2324; IAF KC-135 5-8313; Portuguese T-38A 10890; Finnish MiG-21 MG-78 & MiG-21UTI MK-103.

Oct 79 Photos: Finnish Gnat GN-101 (museum) and Saab 91 SF-6; Greek A-7 159914; Yugoslav F-84E 10624 (monument).

Compiled by Ben Marselis (SAFCH #143). Anyone desirous of more information about any of these magazines or of more information about any of these photos should contact Ben Marselis, PO Box 5065, 2701GB Zoetermeer, the Netherlands.

MANCHE.

#7 (15 pages) Aerovias Brasil planes list, part 2. Biz jets of Brazil. First commercial Mexican planes list. Central page - P-47D Thunderbolt of Fuerza Area Chilana. Photos: DC-2 PP-AVG, DC-2 LV-FIF, Scandia PP-XEI, Bandairante FAU 580, Bucker PP-IEZ, PT-19 PP-HOC, Ryan PP-JOK, Sabre 60 PP-KOU, Hansa PP-IOB, HS-125 PP-EEM, Lear Jet 24 PP-CXJ.

#8 (15 pages) National Air Museum of Uruguay. Transportes Aereos Salvador list. Chincul built Pipers, 1st planes list. Brazilian Air Force Academy brief history. Central page - T-6 Texan GET 0101 of Fuerza Aerea Paraguaya. Photos: Panair's Lodestar PP-PBK & PP-PBG, F-80C FAU 213, F-51D FAU 265, TAS's Heron PP-SLF, C-46 PP-SLK, Cherokee Archer LV-LJC.

#9 (20 pages) Santos Dumont Air Museum. Aeronorte planes list. Argentine Register. Central page - AT-33 Shooting Star FAB 4335 of Forca Aerea Brasileira. Photos: Wright W-16 K-178, Aeronorte's planes: C-46 PP-NBO, Percival Prince PP-XEG & PT-ASW, Argentine Pulqui IAX-33, Bolivian A-122 Uirapuru FAB-167, Paraguayan A-122 Uirapuru 0047, Caravelle PT-DUW, EMB Xingu PP-ZXI, Bandeirantas PP-ZKE, Aero Commander LV-FXT.

#11 (20 pages) Brazilian AF's Museum planes list. Avro Lincoln of Fuerza Aerea Argentina planes list (with c/n, serials and individual plane history). Argentine Register. Varig planes list, part I. Central page - Avro Lincoln B Mk2 B-016 of Fuerza Aerea Argentina. Photos: Brazilian AF planes: Stearman A76 K-210, Beech UC-43 2778, Fairchild F-24 2683, Muniz M-7 No 13, Vultee BT-15 1072, B-17 5408, U-19 Ipanema 0151. Also Lincoln B-005 and Lincolnian T-101/LV-ZEI of Argentine AF, Argentine Navy Electra L-188 5-T-2, Uruguayan AF's FH-227 FAU 571, Varig planes: Junkers A-50 P-BAAE, Junkers F-13Ke PP-VAF, Dornier Merkur P-BAAB, Messerschmitt M.20 PP-VAK, Lockheed L-10 PP-VAT.

#12 (20 pages) Brazilian relics list. Avro Lancaster of Fuerza Aerea Argentina planes list (with c/n, serials, and individual planes history). Argentina Register. Varig planes list, part 2. Brazilian AF's 4th attack-reconnaissance squadron. Central page - Buckeye T-2D EAM 0048 of Fuerza Aerea Venezolana. Photos: Lancaster B-034 and Lincoln B-0017. Brazilian relics: BT-15, Meteor TF-7, Meteor F-8, F-80C, Viscount 701, Raca-Hughes 500 LV-LOH, Fokker F-28 LV-LOA & LV-LOB of Aerolineas Argentinas, FACH Neiva T-25 104, Uruguayan T-41 FAU 602, Convair CV-600 CX-BOL, Dart Herald PP-SDL, Varig planes: C-46 PP-VBY & PP-VCE, C-47 PP-VBF & PP-VAZ, Convair 240 PP-VCW.

#13 (20 pages) Brazilian AF's museum of Pirassununga planes list. Argentine Register. Varig planes list, part 3. Central page - F-51D Mustang FAU 265 of Fuerza Aerea Uruguaya. Photos: Brazilian AF planes: A-26B, T-19, C-60 Lodestar, DH-82 Tiger Moth, AT-33A. Douglas DC-3 LV-ACJ, Ministry of Public Health's DC-3 LQ-ACF, Aerolineas Argentinas Sandringham LV-ACT, B-727 PP-SNE, Herald G-ATIG, Bouraq HS-748 PK-IHK, Rico DC-3 PP-SAE, Varig planes: B-707 PP-VJR, L-1049G PP-VDA, HS-748 PP-VJQ, L-188 Electra PP-VJN.

#14 (20 pages) Brazilian Aircraft Industry News. Argentine Register. Uruguayan Register. Mexican AF in WWII. Varig planes list, part 4. Central page - P-47D 433722 of MEAF. Photos: Bandeiranta PP-ZCY in Air Littoral markings, R-95 Bandeiranta FAB 2240, PT-GQO Ipanema, Waco YKS-7 CX-ABS, Stinson 10 CX-ABY, Junkers Ju-52/3m CX-ABA, Cessna 182 LV-LJY, La Cumbra DC-6 CP-1282, Sablon L-1049H N563E, Sadia Skyvan G-AXAG. Varig planes: L-188 Electra PP-LVK (in full Aerocondor c/s), Boeing 727 PP-VLF & PP-VLE, Boeing 707 PP-VLP & DC-10-30 PP-VMQ.

#15 (20 pages) Brazilian Aircraft Industry News. Argentine and Uruguayan Register. Varig planes list, part 5. Central page - T-6 Texan FAB 347 of Fuerza Aerea Boliviana. Photos: Bandairante C-95 2280, Bandeirante P-25, Texan, Super Magister T-24 (all of Brazilian AF), Lockheed Kaiser CL-402 LV-GOL, Potez 43 CX-AAK, C-118 T-91 of Fuerza Aerea Paraguaya. Varig planes: Douglas DC-3 PP-ANN & PP-YPU, C-46 PP-ITE.

#16 (20 pages) Vickers Vicking of Fuerza Aerea Argentina (plane list, c/n, s/n and individual history). Lockheed Neptune MR Mk1 of Forca Aerea Brasileira (plane list, c/n and individual histories). Argentine Uruguayan Register. Linha Aerea TransContinental Brasileira plane list. Central page - F-5E Tiger II J-804 of Fuerza Aerea de Chile. Photos: Vickings T-9 and T-12, Neptunes P15/7003, 7004 & 7012, EMB-326 Xavante 5V-MAO of Force Aerienna Togolaise, Rearwin 8135 CX-ADV, Boeing 727 N5475 (in Varig c/s), Vasp's YS-11 PP-SMZ, Varig DC-8 PP-PEA, Norsur L-18-50 LV-GJZ, DPA Santiago DC-3-S1C36 LV-HOJ, Let 200A Morava LV-HOL, Cessna 182 LV-HON, FMA IA-46 Ranquel LV-HOU.

#17 (16 pages) Neptune MR Mk1 of FAB, part 2. Gloster Meteor F Mk4 of Fuerza Aerea Argentina planes list, part 1 (c/n, serials, individual histories). Argentine and Uruguayan Register. Austral planes list, part 1. Central page - T-28A Trojan 0864 of Forca Aerea Brasileira. Photos: Argentine Meteors C-003 & C-001, Aeronca Trainer CX-ACP, Curtiss C-46D PP-ATI, Avro Anson PP-ATC, Austral planes: DC-3 LV-FYJ, C-46 LV-GGL & LV-FTT, DC-6 LV-IOM & LV-HRC.

#18 (16 pages) Gloster Meteor of Fuerza Aerea Argentina, part 2. The maritime patrol squadron of Aviacion Naval Argentina. Argentine and Uruguayan Register. Austral planes list, part 2. Central Page - AT-6C Texan EAN-001 of Aviacion Naval Argentina. Photos: Argentine Navy SP-2E Neptune 2-P-104, Brazilian AF F-80C 4220, Pluna CX-BHB Viscount, Fletcher Fu-24 CX-BHIR, Bandeirante G-BWIV, Astral planes: YS-11 LV-JII,

BAC 111/521FG G-16-7, BAC 111/420EL LV-JGY, BAC 111/401AK N5042.

#19 (16 pages) Civil Register of Argentina, Uruguay, & Costa Rica. Brazilian AF relics. Lineas Aereas Paraguayas planes list. Brazilian aircraft industry news. Central page - Canadair Silver Star FAB-602 of Fuerza Aerea Boliviana. Photos: FAB P-95 7053, FAB Fokker T-21 0795, Argentine Navy T-34C1 1-A-407, Peruvian Navy T-34C1 510, Cessna 180 CX-AVN, A-24 Dauntless PP-DVT, LAPA Metro II LV-MDO, Aero Chaco PH-227 LV-MGV, LAP C-47 ZP-COG, LAP Convair 240 ZP-CDO.

#20 (16 pages) Pluna planes list, part 1. Civil Register of Argentina, Uruguay, & Costa Rica. Central page - F4U-5 Corsair 3-A-211 of Aviacion Naval Argentina. Photos: Pluna planes: DH-90 CX-AAS, DH-86 CX-AAH, Potez 631 CX-ADH, Cessna 180A CX-BDQ, FAB U-7 Seneca II 2600, Aero Condor Airbus HK-2057, Ladeco B-727 CC-CFG, Baron 55 TI-AAM.

#21 (Special monograph on the Embraer EMB 110 Bandeirante - 67 pages) Bandeirante planes list (c/n, serials, history, etc.), 72 photos of all versions (both military and civil), description of each series.

#22 (20 pages) PBY-5 Canso of Aviacion Naval Argentina planes list (serials, crash dates, histories). Bebedouro Air Museum planes list. Civil Register of Argentina and Uruguay. Airport movements. Pluna planes list, part 2. Central page - PBY-5A Canso 2-P-7 of Aviacion Naval Argentina. Photos: FAB planes: B-25J 5070, T-6BG 1575, Meteor F-8 4109; Westland S-51 PT-HAL, Varig C-47 PP-VBK, Beech D18 CX-AYL, Transland AG-2 CX-AYC, Parrague AS PBY CC-CDI, Argentine Navy PBY 2-P-13, Aerolineas Argentinas B-727Adv LV-MIM, Transbrasil B727 PT-TYQ, VASP B727 PP-SRY, Pluna B727 CX-BKB, LAP B707 ZP-CCF, Pluna Heron CX-AOR, Pluna Viscount CX-AQO & CX-AQP, Pluna B737 CX-BHM.

Compiled by Jorge F. Nunez (SAFCH #395) who writes: "I consider MANCHE of very great interest for all SAFO readers because it covers the entire South American continent with many interesting articles and photos on both military and civil aircraft. MANCHE, published in Portuguese, is a bi-monthly magazine. For more details, write to the Editor: Danir Lima Camargo, Caixa Postal 1346, Sao Paulo 01000 Brazil. Please mention Jorge F. Nunez."

FLAPS.

#226 "Paris 79" Photos: Tornado 38+85, Fantrainer 98+30, Bravo (Argentina) AX-05, EMBlll Bandeirante (Brazil) 52, L-39 Albatross 3902, C101 Aviojet EC-202 (121), C212 Aviocar ECT-103 (122), Bulldog (Malaysia) FW023, Lynx (Argentina) 3-H-42, Defender (Botswana) OA4 22, MB 339 SM1019. "Aviones de la Guerra de Espana - Polikarpov I-15".

#227 "Las Famet Escogen el Helicoptero Bo 105' (photo 0-9574), "Avione de la Guerra de Espana - Latecoere 28", "SAAB 35 Draken" (3 photos, 3-view drawing, & cut-a-way drawing), "Northrop Participa en el Aumento de Capital de CASA" (photos of C101 Aviojet EC-20F, CE9-001).

#228 "El Shenyang F-6bis" (photos of Chinese a/c 10769, 21035, 21036, 21130, 21131), "A los 50 Anos del Primer Vuelo del DoX" (photo of D-1929 & 3-view drawing), "Espana y su Poder Aereo" (photos of F-5, Mirage, Bo-105, Phantom, & Super Saeta, P-3A, C-130, DHC-4), "Fabrica Militar de Aviones" (photos Pucara), "MiG-3" "Avione de la Guerra de Espana - Hispano-Suiza E-30"

#229 "Fokker 60 Anos al Servicio de la Aviacion" (photos of G-1 & Friendship), "Tres Nuevos Proyectos Sovieticos" (drawings of RAM-J, RAM-K, & RAM-L), "Fiat G222" (photo of I-MARD), "Aviones de la Guerra de Espana - PWS 10".

#230 "Aviones de la Guerra de Espana - Hispano E34", "Un Nuevo Entrenador el Epsilon", "El Avion y la Maqueta" (photos of Czech D1 and Slovak S-18 and S-16).

FLIEGER-REVUE.

12 78 MiD-DC1 colour drawing (France); Curtiss CR-1 & R3C1 photos (USA); Ansaldo SVA photo and 3-view (Italy); Aero C-3 photo (Czech.).

12 78 MiG-21 photos including color cockpit photo (East Germany); Hawker Sea Fury photo (Cuba); L-39 photos including cockpit (East Germany); IA-58 colour photo (Argentina).

2 79 MiG-21 photos (East Germany); MiG-21F photos (Russia); Mi-4 photos (Russia); L-39 article with photos (East Germany); Do-28D photos & 3-view (West Germany); Lynx photos & 3-view (West Germany); Tu-22 colour photos & 3-view (Russia).

3 79 Su-8 photo & 3-view; SM-71 photo & 3-view (Germany); Ro-44 photos & 3-view (Italy); Mi-10 colour photos & 3-view (Russia).

MODELL BAU NEUTE.

12 78 Be-6 colour drawing (Russia)

3 79 Jak-11 colour drawings (East Germany & Poland).

Compiled by Bob Massey (SAFCH #364).

AIR FAN.

#8 Belgian & French Alpha Jet (colour photos); "Aerial Defence of France" (good colour photo of Mirage F1C, bw photos of Avenger, Flanant, Ju-52, P4Y-2S, etc.); WWII photos of MS-406, He-111, & Potez 63-11. "The Dakota in Indochina" (good colour + drawings & squadron insignia.

#9 "From Crudader to Super Entendard" (good colour photos & drawings of Corsairs, Bearcats, etc.); "T-33 in French Service" (colour); North African colours for Avenger and P2V-6. Good article on Bearcat with splendid photos and drawings.

#10 German & Hellenic Phantoms in colour; Bearcat continued; bw photos of Bloch 175 and Breguet Bizerte of 8e Escadrille.

#11 "Aquilon" (bw & colour); More Bearcats; Swiss Air Force (bw & colour photos).

#12 Swiss Air Force continues with more colour; "F6F-5 Hellcats at Dien Bien Phu"; Bearcats in Indochina".

#13 "The Last AD-4 in French Service"; "Polynesian French Squadron de Transport 00/082".

#14 "RAAF" (bw & colour); "61 Transport Squadron" (Transalls & T-33s in bw & colour).

#15 Super colour of Mirage F1; "Japanese Sabres" (bw & colour); RAAF C-130 (bw & colour), &07, & Caribou. Excellent Mirage IIIC drawings (detail of u/c, etc.) and bw photos.

Compiled by Graham Turner (SAFCH #424). (Editor's note: Graham has AIR FAN in stock for £1.43 = $3.22 plus postage at cost. If you're interested, write to Graham at 7 Eldorado, Cheltenham, Gloster, England.)

IPMS-AUSTRALIA MODELCRAFT.

4 77 Portuguese AT-6G (d); M113 APC (a&p); C-5A & C-141 (p); Short Sunderland - RAAF (a,d&p); Universal Carriers (a&p); List of kits available for current RAAF/RAN & Army a/c.

1978 None issued.

1 79 A6M2-K Zero Trainer (a&d); Universal Carrier (a&p); FW-190 (a&d); Model of the year, Pa

IPMS-AUSTRALIA MODELCRAFT.

4 77 Portuguese AT-6G (drawing); RAAF Short Sunderlands (drawings & photos); list of kits available for current RAAF, RAN, & Army a/c.

No magazines were published in 1978.

1 79 A6M2-K Zero Trainer (drawings).

2 79 MiG-25 (drawings).

3 79 No.3 Squadron AFC/RAAF a/c (drawings).

4 79 CAC Boomerang (drawings).

Compiled by Mike Mirkovic (SAFCH #465).

AIRCRAFT ILLUSTRATED.

Jan 79 Royal New Zealand AF may purchase Fokker F-27 Friendships (a), New engines for Lynx for Norway and Netherlands (a), Repainting RAAF Lancasters (A & p), Boeing KC-135 cockpit (p), "William Tell" Fighter Meet with p's of Canadian CF-101B Voodoos (A & p), Spanish Air Power Anniversaries (A & p of Mirage IIIEE, Mirage F1CE, AV-8A, HA-220, CASA 207 Azor, F-104, F-86F, F-4C, RF-5A), Article with notes on Brazilian, Argentine, Netherlands, & Qatar Lynx; Indian Jaguars.

Feb 79 Restored A6M5 at Chino, CA (colour p), Sweden scraps B3LA (a), France to develop own AWACS Airbus (a), Netherlands to buy Lockheed P-3C Orions (a), Canadian AF possible fighter (a), RAAF wins anti-submarine competition (a), Greek AF F-104 (p), Bristol Blenheim (colour p, closeup of engine & nose area).

Mar 79 Japanese AF Mitsubishi T2 (p with colour), French Naval Alizes undated (a), French Army orders Gazelles (a), Westland Seaking cockpit (p), Panavia Tornado (p with colour), Extra Dark Sea Grey - camouflage (A with p).

Apr 79 Norway orders more Lynx (a), Lockheed CP-140 for Canada rolled out (a), Nigerian AF orders Alpha Jets and C-130 (a), UK Air Museums (p of SAAB J-29F, and ex-French F-100D), Ex-Californian Hanriot HD-1 (a & p), Indian AF Gnat F.1 (a & p).

May 79 French Alpha Jet build up (a), French AF orders Mirage F1R (a), Mirage 4000 prototype (p), Turkish Army buys Citabria 1505 as trainer (a), R. Neth. AF Meteor T.7 (a & p), Portuguese AF T-37 (p), Swiss AF Mirage IIIS (colour p), Belgium Army Museum (a with p of Meteor F.8, F-84F, HD-1, CF-100, Oxford, Hurricane, SV-4bis, Harvard), Indian AF Jaguars (part of article).

Jun 79 Mirage 2000 (a with colour and bw p), R. Neth. Navy orders P-3C orions (a), Malaysia to buy Skyhawks from Israel (a), Niger Skyservants handed over (a), DHC Dash 7 cockpit interior (p & drawings), Belgium AF Alpha Jet in service (a with p of Alpha Jet, SF-260MB, T-33A), Andover cockpit (p), Canadian CP-140 rollout (A with colour & bw p), Venezuelan National Guard IAI Arava (p).

Jul 79 First R. Neth. AF F-16B flies (a), RAAF pilots evaluate Mirage 2000 and F-18 Hornet (a), French AF Mirage IVa (p), German HOT-missile armed MBB-105 (p), RAN Grumman S-2, Skyhawk, & Seaking (p), Swiss AF Hunter (p), Austrian AF SAAB-105OE (colour p).

AIR PICTORIAL.

Jan 79 Saudi Arabia takes delivery of Kawasaki/Boeing Vertol 107's (a), Canadian AF possible fighter replacement (a), Cuban AF operating MiG-23 Flogger (a), Sweden keeps watch on the Baltic (a with p of J-35F, Mi-4, An-12ECM, Tu-16, Tu-26 Backfire, Su-15), German a/c of WWI (p of Fokker DVII, DFW CV, Albatros CV, Gotha GIX, Siemans-Schukert R-plane, Ago CIV, Rumpler CIV).

Feb 79 Holland chooses P-3C Orions (a), Harriers for China? (a), Rhodesian AF acquires Bell 205's (a), Yugoslav UTVA-5 trainer (a & p), French Army orders Gazelles (a), French Navy to modernize Alize (a), West German Navy Atlantics to be modernized (a), R. Danish AF requires new maritime patrol a/c (a), Japanese GSDF selects Boeing-Vertol CH-47 Chinook (a), France to develop own AEW a/c (a), Columbian AF acquires T-34B (a), Saudi Arabian Ministry of Petroleum and Mineral Resources (A with p of Bell 47G, DHC Otter, Skyvan, Bell 206A), History of No. 60 Squadron SAAF (A with p of Gloster AS 31, Envoy, BA Double Eagle, Anson I, Maryland, Baltimore, Mosquitos II, PRIX, PRXVI, Spitfire IX, Dakota), Kenya AF DHC Buffalo (p).

Mar 79 French Navy Super Etendard enters service (a & p), Japanese Navy plans to acquire C-130 (a), Austrian AF considers Kfir (a), R. Norwegian AF buys SAAB 91D Safirs (a), Rhodesian AF Bell 205 origins (a), Portugal's AF (A with p of T-37C, F-86F, T-38A, G-91R, Rheims/Cessna FP-337G, Puma, CASA C212A Aviocar, C-130, DO-27, Noratlas, DC-6A, DHC Chipmunk T20, T-6, T-33, Alouette III, SP-2E Neptune), Egyptian AF C-130 (p).

Apr 79 Canadian CP-140 Aurora (p), Norwegian F-16 (a), Lynx for Norway (a), Nigerian AF orders Alpha Jet (a), Taiwan Navy Hughes 500MD/ASW (a), Niger AF orders C-130 (a), Swiss AF may buy more F-5Es (a), Finnish Eagles Meet Again (A with p including MS-406, Fiat G.50, Brewster 239), Dutch Navy Felixstone F.2a (letter), Spanish-built Breguet XIX (a & p).

May 79 Dassault Mirage 4000 (p), Canadian CP-140 & Dash 7 (p), Ecuadorean AF Jaguar (p), Yugoslav Police orders Bell 206 (a), Japanese Army acquires Bell AH-1 (a), Ecuadorean AF receives Mirage F1 (a), Australian Government to buy GAF Nomad Search Masters (a), Iranian AF F-14's future (a), Fokker C-15W (A with p), R. Norwegian AF Sea King 43 (p).

Jun 79 West German Navy Tornado (a), Spanish AF orders more C-130 (a), RAAF evaluates Mirage 2000 (a), SAAF considering IA-58 Pucara and Embraer Bandeirante (a), Zaire AF orders Macchi MB.326K (a), Spanish AF fighter shortlist (a), French Musee de l'Air (a with p of Breguet 19, Bernard SAB 191, Dewoitine D.27, Junkers F.13, Schreck FBA 17HT-4, Caudron C.109 & C.630 Simoun, Farman F.192, Caudron C.366 & 714R, Kellner-Bechereau E-60, MS-230, I-153, MS-406, D-520, P-47D, P-51D, Hispano HA-1112, Yak-3, FW 190-A8, He-162, SO-6000 Triton, Fi-156, Ad-4 Skyraider, Mirage G-8, Super Mystere B2), Cuban Crises: Part 1 "The Bay of Pigs Operation" (A with p of Cuban AF Sea Fury, B-26, C-46), MBB-105 West German Army (p), Latvian KOD-1 (a with p).

AIRFIX MAGAZINE.

Jan 79 Lockheed 14 conversion article (A with p), Cessna Crane, RCAF (p), Fiat G-91T (letter and drawing).

Feb 79 Fiat CR-42, RAF Museum (a & p), Russian Flying Colours 1911-20, part 4 - Moranes: Training and Fighting (A with drawings and p of Morane H, L, I, and P), Tiger Moths Abroad (A with drawings and p of RAAF, RCAF, Swedish AF, RNZAF, Belgian AF), RCAF Cessna Crane, Anson, Hurrican (p).

Mar 79 Sultan of Oman AF Jaguar (p), Russian Flying Colours 1911-20, part 5 - Captive aircraft and Nieuports (A with drawings and p of Nieuport 10, 11, 21, and Albatros BII).

Apr 79 Russian Flying Colours 1911-20, part 6 - The Later Nieuports (A with p of Nieuport 17), Hurricane and Hudson RCAF identities re photos in Feb. issue (letter), Russian Voisins (letter & p).

May 79 Russian Flying Colours, part 7 - The Emergent Nations (A with drawings and p of Czech Spad, Nieuport, Breguet 14A2; Russian Nieuport 17 and Spad; and Polish(?) Fokker DVII. Plus Estonian wing markings, Tiger Moth note (letter), Fiat G-91T camouflage confirmation (letter).

Jun 79 Photos of Myasishchev M-50 Bounder, Tu-22 Blinder, Tu-16 Badger on Soviet airport back-lot.

SCALE MODELS.

Feb. 79 Anatomy of a Warplane - Messerschmitt Me-210/410, part 1 (A with p and scale drawings).

Mar 79 Anatomy of a Warplane - Messerschmitt Me-210/410, part 2 (A with p and drawings), Albatros 2-Seaters of WWI #5 Albatros CIII (A with p and scale drawing), Warpaint #3 (parts 1 & 2 dealt exclusively with RAF a/c) Hawker Hunter (A with p of Hunter T74s of Singapore with both old and new insignia and R. Jordanian AF; colour side views of FGA57 of Kuwait AF and F74 of Singapore with new insignia).

Apr 79 Mosquito dimensions (letter), Kris-Air C-46 (A on civil Malaysian airline but with interior p and exterior detail).

May 79 Albatros 2-Seaters of WWI #6 Albatros CV/16 (A with p and scale drawings), Finnish AF DC-3 (p), Fiesler Fi-156C Storch (A on Hasagawa kit but with interior details and p of Swedish AF Fi-156 plus interior and detail p, Warpaint #5 Fokker EV (A with p and colour drawings including Polish AF a/c).

Jun 79 Messerschmitt Me-262 (Review of Monogram kit but with colour plates, drawings, & p), The Hispano

20mm aircraft cannon in 1/24th scale (A with scale drawings).

Jul 79 Supermarine Stranraer (Review of Matchbox kit but with p and scale drawings), USCG Sikorsky HH-3 (conversion article with bw and colour p including interior colours), Albatros 2-Seaters of WWI #7 Albatros CV/17 (A with p and scale drawings).

SCALE AIRCRAFT MODELLING.

Nov 78 Aircraft in Detail - Jaguar (A with p and drawings of 4 French AF 2-seaters, 5 French AF single seaters, 1 French Naval a/c (with very noticeable "zaps") and 1 2-seater and 1 single seater of Sultan of Oman AF), Schwartzgrun and the BF-109 (A with drawings - indepth colour/paint article), F-110F Super Sabre (conversion A with scale drawings and ejection seat detail).

Dec 78 Aircraft in detail - A-10A Thunderbolt II (A with p and drawings), RAF Middle East Markings 1940-42 (indepth colour/paint article).

Jan 79 Aircraft in detail - Dassault Mirage F1 (A with p and drawings of 16 French AF single-seaters, 1 French AF 2-seater, 1 Spanish AF single-seater, 1 Greek AF single-seater, 2 SAAF single-seaters, 1 Kuwait AF 2-seater, 1 Kuwait single-seater, and one single-seater in French markings but with camouflage indicating export to Libyian AF), Westland Wasp (conversion A with scale drawings and side views of South African Navy, R. New Zealand Navy, R. Neth. Navy a/c), That Lozenge Pattern (indepth A with drawings of German Pfalz DXII), Vought Kingfisher of Australian Antarctic Expedition (letter).

Feb 79 Aircraft in Detail - S-3A Viking (A with p and drawings including interior), Natural metal finishes (A), Spanish AF Henschel Hs-123 (Letter).

Mar 79 Aircraft in Detail - Single-seat Meteor (A with p and drawings of RAF a/c), Sea King (conversion article with drawings of R. Australian Navy and R. Norwegian AF a/c), "A Closer Look at Colours #1 US Army Air Corps 1941-43 (indepth colour/paint article), Aircraft transferred from Dutch East Indies AF to RAAF (letter).

Apr 79 Aircraft in Detail - Northrop F-5 Series (A with p and drawings of Philippine AF, Taiwan AF, etc.

May 79 Aircraft in Detail - Fiat G91 Family (A with p and drawings of 8 Italian AF G91-R, 2 IAF G91-T, 6 West German AF G91-R, 3 West German G91-T, 2 Portuguese AF G91-R, one Greek AF G91-R, 3 Italian AF G91Y, colour p of Italian AF G91Y and West German G91-R), Modern Aircraft Cockpit Colours (A with details of 51 assorted a/c and p of F-100D cockpit panel), A Closer Look at Colours #2 US Navy and Marine Corps 1941-44 (indept colour/paint article), Polikarpov I-16 ski undercarriage details (letter).

Jun 79 Aircraft in Detail - Grumman HU-16 Albatross (A with p and drawings of Philippine AF, Argentine AF, West German Navy, Japanese MSDF, Brazilian AF, Italian AF, Taiwan AF, Spanish AF, Canadian AF, R. Norwegian AF, Greek AF).

Compiled by Charles Detheridge (SAFCH #283)

AIR CLASSICS QUARTERLY REVIEW.

Canada: "Canadian Aggressors" (A pictorial account of the CAF's aggressor squadron.) Vol. 6, No. 1.

Denmark: "Midnight Alouette" (Photos of a Flyvevaabnet Alouette at night.) Vol. 6, No. 2.

Sweden: "Flygvapnet Veterans" (Sweden's preserved warbirds.) Vol. 6, No. 1. "Triple-Crown Severskys" (Sweden's use of the P-35.) Vol. 6, No. 1.

AIR INTERNATIONAL.

Belgium: "The Pride of Brussels" (The Aeronautical Section of Royal Belgian Army Museum.) Vol. 16, No. 2.

Brazil: "Rotary Wing over Rio" Vol. 17, No. 3.

Canada: "Decisions ... Decisions ..." (Canada's NFA decision.) Vol. 16, No. 3.

China: "Chinese Air Power ... An Obsolescing Goliath" Vol. 16, No. 6.

Denmark: "Stopper in the Bottle" (Royal Danish Air Force: Guardian of the Baltic Straits.) Vol. 17, No. 4.

Finland: "A New Northerly Air Current" (The Vinka from Valmet.) Vol. 17, No. 6.

West Germany: "Fashionably Old-Fashioned" (Dornier's Versatile Skyservant.) Vol. 16, No. 1.

Italy: "An Italian Mini-Hercules. The Versatile Two-Twenty-Two" Vol. 16, No. 4.

Philippines: "Seven-Thousand-Island Air Cover. The Philippine Air Force" Vol. 17, No. 1.

Poland: "Poland's Veteran Spark" Vol. 16, No. 3.

Spain: "Annals of the Iberian Pedros" (Story of the He-111B in the Spanish Civil War.) Vol. 16, No. 6.

Compiled by Tor Scott (SAFCH #403)

"Allow me to inform you that the information about Austrian Air Force serial numbers (Dienstnummer) that was published in the December 1969 issue of FLYING REVIEW INTERNATIONAL and reported on page 122 of SAFO #12 is in error. The following is a corrected list of all aircraft types operated by the Austrian Air Force (AAF) up to 1938 along with their corresponding Dienstrnummer. Further information about AAF aircraft can be found in each issue of our magazine OFH NACHRICHTEN.

Type	Dienstrnummer
Avro Av 626	55-58, 523-525
Breda Ba 28	511-522
Caproni Ca 100	471-490
Caproni Ca 133	31-35
Cierva C 30A (Av 671)	63
DFS Habicht	920
DH 60M	414
DH 60GIII	415-424, 431-432
DH 80A	62
DH 82	433
DH 84A	64
Falke RVa	91-99, 910-911
Fiat A 120	21-22
Fiat A 120R	23-28
Fiat Cr 20	11-19, 110-134
Fiat Cr 30B	180-185
Fiat Cr 32	135-179
FW 44	491-499, 4001-4043
FW 56	101-109
FW 58	301-306
Gotha Go 145	526-537
Hansa Brandenburg	keine D/Nr 4-5 Stuck
Hopfner Hs 8	410-412 2 Stuck ohne D/Nr
Hopfner Hs 9	425-428, 430, 434
Hopfner Hs 10	61
Hopfner HM 13	52-54
Junkers F 13	51, 510
Junkers A 20	keine D/Nr
Junkers A 35b	29
Junkers Ju 52/3m	3, 36, 37
Junkers Ju 86	311-313
	314-322 nicht geliefert
Lampich NL 22	436
Messerschmitt Bf 108	65
Phoenix L2c	413
Raab Katzenstein	59, 429
Romeo Ro 37	210-217
Udet U 12a	41-49, 401-403
Udet U 12s	435, 441-450

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MODERN SOVIET AIRCRAFT IN FOREIGN SERVICE

Progress Report #2

After some discussion following the first Progress Report (Vol. 3, no. 4) it was decided to expand Research Project #9 slightly to include all Soviet aircraft types of post-World-War-2 design--that is, the aircraft of the Jet Age, along with concurrent propeller-driven trainers, transports, etc. At the same time a totally separate research project was initiated to cover exported Soviet aircraft from the beginning through the era of World War 2 technology (RP #10).

The Director of RP #9 is Ned Barnett (3501 Hill Springs, Lexington, SC 29072, USA). He will be very pleased to have your help, particularly concerning Third World color schemes for future Progress Reports.

This Progress Report adds aircraft that were not mentioned in the sources available at the time of Progress Report #1, and also includes a few aircraft that are already out of service. All are additional to those listed in Progress Report #1--none are repeated. (This organization will make it easier to add future exports and to make corrections in future issues of SAFO.)

Captured aircraft which were not used except for testing are not listed (example: Israel's MiG-21's).

In several cases I have chosen to list the training version of an aircraft (designation suffix "U" or "UTI") separately.

An-2. Military users include: Albania, China (PRC), Cambodia, Egypt, Indonesia, Iraq, North Korea, Mongolia, Somalia, Tanzania, (North) Vietnam. Civil use in: China(PRC), Guinea, Mongolia, USA. Production in: China(PRC), Poland.

An-12. The Soviet "Hercules" is used by the air forces of: Sudan, Syria, Yugoslavia. Used commercially in: China(PRC), Egypt, Guinea, Iraq.

An-14. A twin-engined utility transport used by Mongolia, Yugoslavia, and, it is believed, by China(PRC).

An-24. A twin-engined medium transport that serves with the air forces of: Bangladesh, Bulgaria, Congo Republic (Brazzaville), Cuba, Germany(DDR), Iraq, Poland, Sudan, South Yemen, Yugoslavia. Commercial service in: China(PRC), Laos, (North) Vietnam.

An-26. This cargo version of the An-24 features a rear loading ramp. Military users include: Angola(MPLA), Bangladesh, Cuba, Ethiopia, Hungary, Iraq, Peru, Poland, Somalia, Yugoslavia. Commercial service in: Romania.

Be-6. This Soviet "Martin Mariner" was actually designed a full decade later than the American aircraft. It served (still serves?) with the navy of: China(PRC).

Il-12. Users of this transport plane were: Bulgaria, China(PRC), Czechoslovakia, Germany (DDR), Hungary, North Korea, Poland, Romania.

Il-14. A development of the Il-12, in the same class as the "ConvairLiner." Military users include: Congo Republic (Brazzaville), Mali, North Yemen, South Yemen. Civil owners in: Burma, Iran, Mali. Production was undertaken in: Czechoslovakia, Germany(DDR), Poland.

Il-18. Comparable to the "Electra" and "Viscount," this airliner/personnel transport is used by the air forces of: Germany(DDR), North Korea, Syria, (North) Vietnam. Commercial operation in: Hungary, North Korea.

Il-28. A first-generation jet bomber in use with the air forces of: Albania, Bulgaria, Cuba, Pakistan, Romania, Somalia, North Yemen, South Yemen.

Il-28U. The training version of the above is in service with: Afghanistan, China(PRC), Czechoslovakia, Egypt, Germany(DDR), Hungary, Indonesia, Iraq, North Korea, Poland, Romania.

Il-38. This Soviet "P-3 Orion" has seen service with the air forces of: Egypt, India.

Il-62. A long-range jetliner that flies from: Cuba, Hungary, Romania.

Il-76. Of the same configuration as the Lockheed C-141 but a little larger, this freighter is in commercial service in: Iraq.

Ka-15M. This small utility helicopter is said to be operated by civil owners in "about a dozen foreign" countries, but none of those countries are named in any of the sources examined.

Ka-25. An anti-submarine helicopter in service with the air forces of: India, Syria, Yugoslavia.

Ka-26. A multi-role utility helicopter that has entered the service of: Sri Lanka. Civil operators are found in: Bulgaria, England, both Germanies(BRD and DDR), Hungary, Romania, Sweden, USA.

L-29. Although a product of the Czech aircraft industry, the L-29 Delfin is widely distributed within the Soviet sphere of influence. It is in service in: Guinea, Hungary, Iraq, Romania, (North) Vietnam.

L-39. Successor to the L-29, the L-39 Albatross is definitely in service in: Afghanistan, Bulgaria, Czechoslovakia, Germany(DDR), Hungary, Iraq.

La-15. A shoulder-wing jet fighter otherwise resembling the MiG-15. Some were "allegedly" supplied to: China(PRC).

Mi-1. A light piston-engined helicopter used by the air forces of: Germany(DDR), India, Indonesia, Romania. Civil operation in: Brazil, Poland. Some were built by WSK in Poland (Sm-1).

Mi-2. This turbine-powered development of the Mi-1 airframe can carry about a ton more. It is in use with the air forces of: Bulgaria, Czechoslovakia, Egypt(?), Poland, Romania. Except for the prototypes, production was exclusively by WSK in Poland.

Mi-4. This helicopter resembles the Sikorsky S-55, but is somewhat larger and much more powerful. Civil and military users include: Cambodia, Ghana, Nepal, Pakistan, Somalia, North Yemen, South Yemen.

Mi-6. A very large passenger and transport helicopter that serves with: Algeria, Ethiopia, Iraq, Peru, Syria. Civil operation in: Poland.

Mi-8. A passenger and cargo helicopter using some parts from the Mi-4, but powered by two turbines. It is in service with "at least 27 air forces." Continuing the list are: Afghanistan, Algeria, Bangladesh, Finland, North Korea, Libya, Romania, Somalia, (North) Vietnam, South Yemen, Yugoslavia. Civil operation in: Germany(DDR), USA.

Mi-10. This flying-crane version of the Mi-6 is operated by a civil owner in: USA.

MiG-9. This first-generation jet fighter was "reportedly" supplied to: China(PRC).

MiG-15. Countries using this classic Russian jet include: Bulgaria, Cambodia, Germany(DDR), Hungary, Iraq, (North) Vietnam, Yemen.

MiG-15UTI. The training version of the above has seen service in: Angola(MPLA), Guinea, Morocco, Nigeria, Sudan, Tanzania, North Yemen, South Yemen. It has been produced in: China(PRC).

MiG-17. Countries using this development of the MiG-15 include: Angola(MPLA), Czechoslovakia, Israel, Mali, Morocco, Sudan, Tanzania, Uganda,

North Yemen, South Yemen. It has also been manufactured in: Poland.

MiG-19. The first supersonic Soviet fighter is in service with: Afghanistan, Bangladesh, North Korea, Poland, Syria, Tanzania, (North) Vietnam.

MiG-21. At last surpassing the MiG-17's record for ubiquity, the multitude of versions of this point-defense interceptor have found their way to: Albania, Angola(MPLA), Ethiopia, Laos, Mozambique, Nigeria, Sudan, Tanzania, Uganda.

MiG-21U. The trainer version is in service in: Afghanistan, Algeria, Bangladesh, Bulgaria, Czechoslovakia, Egypt, Finland, Germany(DDR), Hungary, India, Iraq, North Korea, Laos, Nigeria, Poland, Romania, Sudan, Syria, (North) Vietnam, Yugoslavia.

MiG-23/23U. This variable-geometry fighter is in service in: Cuba, Czechoslovakia, Egypt, Iraq, Libya, Syria.

MiG-27. The attack version of the MiG-23 serves with the air forces of: Czechoslovakia, Egypt, Iraq, Libya, Syria.

Su-7. A ground-attack fighter serving with: Afghanistan, Algeria, Iraq, North Korea, Romania, Syria.

Su-7U. The trainer version flies with the air forces of: Afghanistan, Egypt, Germany (DDR), Hungary, India, Iraq, North Korea, Poland, Romania, Syria, (North) Vietnam.

Su-20. The variable-geometry development of the Su-7, the Su-17, has not been exported, but with reduced electronic capability and the export designation Su-20 serves in: Egypt, Iraq, Poland, Syria.

Su-22. With electronics reduced even further, this aircraft serves in the air force of: Peru.

Tu-14. A first-generation jet patrol bomber that flew with the navy of: China(PRC).

Tu-16. This long-range jet bomber serves with the air forces of: China(PRC), Pakistan.

Tu-22. This supersonic medium bomber, now 15 years old, has recently begun flying with the air forces of: Iraq, Libya.

Tu-104. The first Soviet jetliner, developed from the Tu-16 and intermediate in design and time between the Comet and the 707. Commercial service in: Czechoslovakia.

Tu-114. This huge turboprop airliner was never exported, but during 1967 a joint Tokyo-Moscow service was operated using CCCP-76464. This aircraft carried the insignia of both Aeroflot and Japan Air Lines.

Tu-124. Basically a scaled-down Tu-104, this medium-range jetliner serves in the air force of: Bulgaria.

Tu-134. A medium-range liner of the DC-9/BAC 111 layout. It flies in the air forces of: Bulgaria, Czechoslovakia, Germany(DDR), Hungary, Poland. Commercial service in: Bulgaria, Czechoslovakia, Germany(DDR), Hungary, Poland, Egypt, Yugoslavia, Iraq, (North) Vietnam.

Tu-154. This large trijet serves with the air force of: North Korea. Commercial service in: Hungary, Romania, North Korea.

WSK Sm-2. A purely Polish development of the Mi-1 (Sm-1), this utility helicopter has seen service with the air force of: Poland. Civil models have operated in: Czechoslovakia, Poland.

Yak-11. This postwar fighter trainer was based on the wartime Yak fighter series. It has seen service with the air forces of: Afghanistan, Albania, Algeria, Austria, Bulgaria, China(PRC), Cuba, Czechoslovakia, Egypt, Finland, Germany (DDR), Hungary, Indonesia, Iraq, North Korea, Mali, Mongolia, Pakistan, Poland, Romania, Somalia, Syria, (North) Vietnam, North Yemen. Civil examples are flying in: Czechoslovakia, England. Production was undertaken in: Czechoslovakia (as the C-11), Romania.

Yak-12. A utility lightplane that served with the air forces of: China(PRC), Germany(DDR), Mali, Poland, Yugoslavia. Civil operation in: Czechoslovakia. It was produced in China(PRC) with a variety of names, and in Poland was developed into the PZL-101 Gawron.

Yak-16. This twin-engined feederliner might have been used in: China(PRC). As such it may have inspired the Chinese Bei-Jing No. 1.

Yak-17. This first-generation jet fighter was used by: Czechoslovakia, Poland.

Yak-17UTI. The trainer variant was used by: China(PRC), Poland. A civil example was used for research in:Poland.

Yak-18. This light trainer was flown by the air forces of: Austria, Czechoslovakia, Guinea, Iraq, Poland, Romania, Somalia, Syria, (North) Vietnam. Civil operators include: Germany(DDR), Poland. Production was undertaken in: China (PRC), Poland.

Yak-23. A refinement of the Yak-17 that was operated by the air forces of: Albania, Bulgaria, Czechoslovakia, Hungary, Poland, Romania. A dual-control modification was built in Romania as the Yak-23D.C.

Yak-40. This modern trijet feederliner serves with the air forces of: Poland, Syria, Yugoslavia. Commercial service in: Cuba, Czechoslovakia, Germany(BRD), Bolivia, Egypt, Guinea, Laos.

Yak-50. Civil examples of this new competition aerobatic aircraft are flying in: Germany(DDR).

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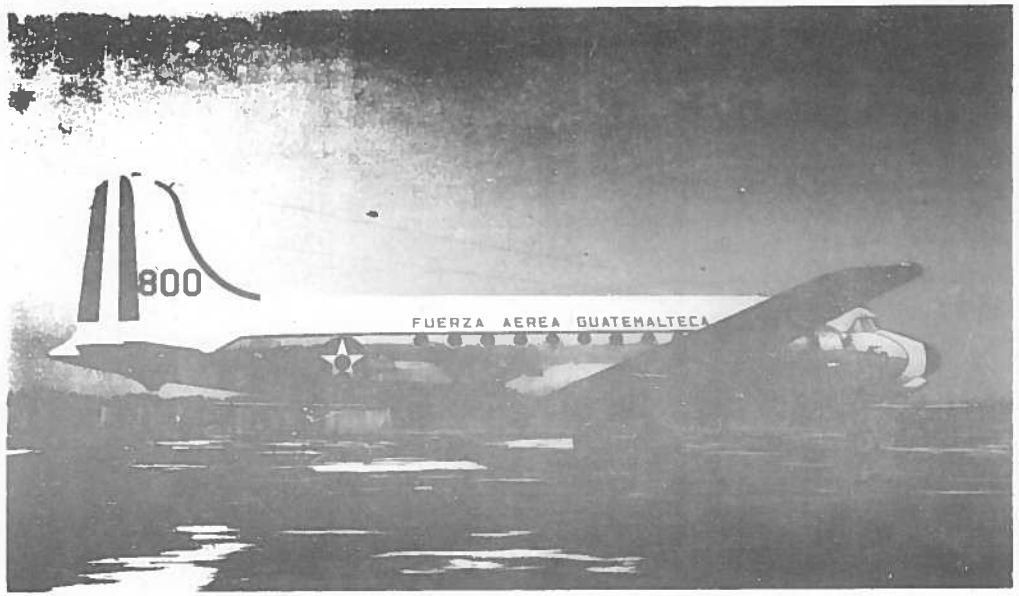
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Submitted by George Rowley (SAFCH #69)

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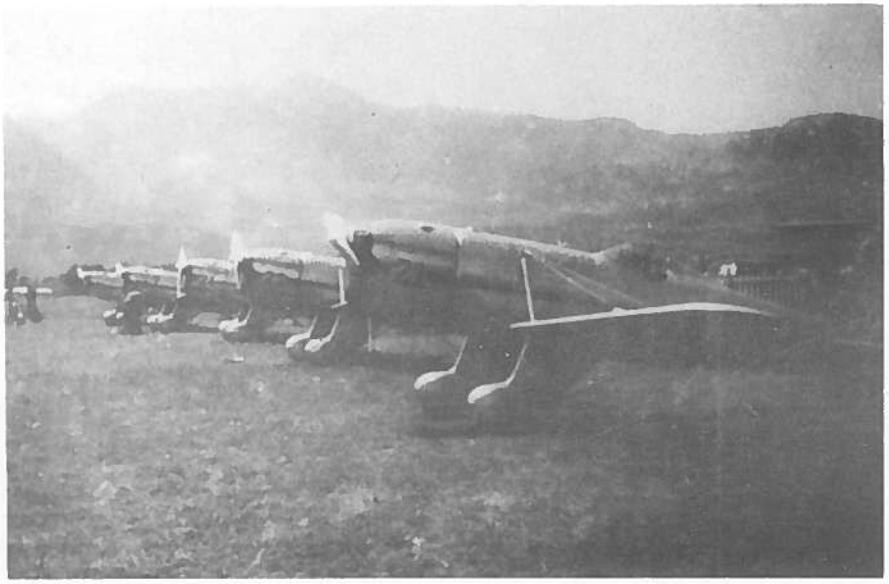
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